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SATURDAY, JUNE 16, 1928.

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## GOOD WISHES FOR HOOVER.

RECEIVES WORLDWIDE MESSAGES.

"MOST IMPORTANT POSITION IN WORLD."

APPROVES PLATFORM.

Washington, June 15.  
Mr. Herbert Hoover, who has been nominated as Republican candidate for the U. S. Presidency, has received a cordial telegram of congratulation from President Coolidge, despatched from Superior, Wisconsin, saying:

"You have been nominated to the most important position in the world. Your great ability and experience will enable you to serve our Party with marked distinction. I wish you all the success your heart could desire. May God continue to bestow on you power to do your duty."

Mrs. Coolidge also telegraphed: "The President and I send you and yours our love and best wishes."

Stacks of Telegrams.

Mr. Hoover arrived at his office early, and the Staff, with whom he is most popular, staged a surprise demonstration in the corridors.

Mr. Hoover, smiling happily, hurried to his room, where he found stacks of telegrams and messages of congratulation from all parts of the world.—*Reuter's American Service.*

Debt to America.

Kansas City, June 15.  
At a meeting of the Republican National Convention, the Chairman (Senator Moses) read a personal message from Mr. Hoover, thanking the Convention for selecting him as candidate for the Presidency.

In his message, Mr. Hoover emphasised the great debt which he, as an American citizen, owed to the country which had given him education, independence of action and unbounded opportunities. Only in America, he said, could a boy from a country village, without inheritance or influence, look forward with such unbounded hope.

Mr. Hoover added that he endorsed absolutely the principles of the Republican Party programme, and said that if elected he would do his utmost to assure the nation's defence, promote foreign commerce, develop the country's resources and protect workmen, farmers and businessmen alike from competition by lower standards of living abroad.

He asserted that it was vital that the Republican Party should continue to administer the Government.

Mr. Curtis for Vice-President.

The Convention has nominated Senator Charles Curtis as candidate for the Vice-Presidency.

Mr. Curtis, who is a native of Kansas, of Indian descent, was adopted by the overwhelming majority of 1,052 votes to 34.—*Reuter's American Service.*

## CONTRACTS FOR OIL PROSPECTING.

IN SUMATRA AND BORNEO.

The Hague, June 15.  
The Second Chamber has passed a Bill authorising the Government to conclude contracts with the Bataafsche Petroleum Maatschappij, "controlled by the Royal Dutch Company," and the Shell Transport Trading Company for prospecting and exploiting petroleum in the Palembang and Atieh districts of Sumatra and the south and east districts of Borneo.—*Reuter.*

SPAIN & HOLLAND.

DIRECT TELEPHONE SERVICE INSTITUTED.

The Hague, June 15.  
Direct Hispano-Dutch telephonic communication has been opened. General Primo de Rivera and Heer van Blokkland, as well as the Postmasters General of both countries, have exchanged conversations.—*Reuter.*

## PRAYER BOOK VOTE SURPRISE.

LABOUR CHANGE DECIDED THE ISSUE.

VITAL DIVISION LIST.

London, June 15.  
Sir William Joynson-Hicks, the Home Secretary, the most vigorous opponent of the new Prayer Book Measure, has made a statement in strong support of the appeal of the Archbishop for restraint and the avoidance of any rash action by the disappointed supporters of the rejected Measure.

Sir William declares that if the Bishops make the uncontroversial changes in the Prayer Book which, it was urged in the Archbishop of Canterbury's last letter, are necessary, the Measure will doubtless be passed by the Church Assembly and by Parliament without opposition.

The official division lists of the Prayer Book vote, show the Party positions as follows: Conservatives, 191 for, 162 against; Labour, 28 for, 75 against; Liberals, 2 for, 23 against; Independents, 1 for, 3 against.

The figures show that the Conservative Party gave greater support to the Measure than in December, and that the rejection is chiefly due to a change of opinion on the Labour benches. The December figures were: Conservatives, 17 for, 160 against; Labour 35 for, 54 against; Liberals, 2 for, 23 against; Independents, 3 for, 3 against.—*Reuter.*

## SEARCH FOR "ITALIA" PARTY.

CAPT. AMUNDSEN'S PLANS OUTLINED.

Oslo, June 15.  
Captain Amundsen, who is to fly to Spitzbergen to attempt the rescue of the "Italia" party, is to leave for Bergen to-morrow en route to King's Bay, which will be his base.

His machine cannot land on the ice, but if humans are sighted near water "lanes," the machine will descend and pick them up. Otherwise, it will drop provisions and equipment.

Captain Amundsen declares that the wide sphere of action which the seaplane offers will allow him to plan an easterly course in search for the party which has drifted off with the "Italia."

Captain Amundsen confirms the report that the Arctic explorer, Lieut. Dietrichsen, is accompanying him.—*Reuter.*

## KOWLOON AIR PORT SCHEME.

TENDERS FOR WORKS NOW INVITED.

The scheme for the construction of an air port on the Kai Tak reclamation at Kowloon City is being proceeded with, and matters have so far developed that the Government is now calling for certain tenders in connexion therewith.

One of the tenders calls for the covering in of the open nullahs with concrete beams and decking, filling, levelling, grading and rolling of the air port area, with any contingent works.

A further tender is for the construction of a seaplane slipway and certain nullah and contingent works in connexion with the air port.

THE ANTI-WAR PACT.

SOUTH AFRICA BECOMES A PARTY.

London, June 15.  
The Foreign Office to-day issued the text of the Union Government's reply to the United States invitation to become an original signatory of the Anti-War Treaty. The reply states that the Government will gladly participate in the Treaty, and takes it for granted that its League obligations are unaffected.—*Reuter.*

## MEN AND WOMEN IN INDUSTRY.

EQUAL PAY FOR EQUAL WORK PRINCIPLE.

IMPORTANT RESOLUTION BY LABOUR CONFERENCE.

MINIMUM WAGE-FIXING

Geneva, June 15.  
After a prolonged discussion on a draft Convention on providing machinery for the fixing of a minimum wage scale for certain trades, particularly in home-working trades, the International Labour Conference to-day adopted the Convention by 73 votes to 27.

It is notable that the majority consisted of all the Government and workers' delegates, while the minority comprised all the employers' delegates.

The latter put forward a counter proposal that wage-fixing machinery should be confined to unorganised home-industries.

Japan and India Abstain.

The Government delegates from India abstained from voting on the Convention resolution, but Mr. Morarjee, the Indian employers' delegate, cast his vote against.

Similar action was adopted by the Japanese Government delegates, only Mr. Yonokubo, the Japanese workers' delegate voted in favour, while Mr. Fujita, the employers' delegate, voted against.

Retrospective.

The draft convention provides that a worker who has been paid wages below the minimum rates fixed shall be entitled to recover the amount underpaid.

The long discussion was concerned largely with the employers' desire that the wage-fixing machinery should be confined to home industries which are not organised, though another feature was provided by the success of women's advocacy with regard to home industries in which women and children were "sweated."

To Apply to Women.

The result of the argument regarding woman labour was the passing of a resolution in the afternoon, by 69 votes to 9, in the form of a recommendation embodying certain general principles calculated to produce satisfactory results in the application of any minimum wages-fixing machinery, and an amendment moved by Mr. Nicholson, the representative of the British Ministry of Labour, substituting the words "in which women are ordinarily employed" for the words "in which the workers employed are generally women."

This substitution referred to a trade in which the minimum wage-fixing machinery should apply.

The recommendation of the Conference concludes by drawing the attention of the various Governments to the principle affirmed in the Treaty of Versailles, that men and women should receive equal pay for equal work.—*Reuter.*

## THE WIGHTMAN CUP TENNIS DUEL.

BRITISH LADIES LEAD IN EARLY STAGE.

London, June 15.  
In beautifully fine weather, the centre court presenting a picture of vivid green, the Wightman Cup competition, between British and American lady tennis players opened at Wimbledon to-day. Great Britain leading at the end of the day by two matches to one.

In the first singles, Miss Eileen Bennett, fresh from her French triumphs, defeated Mrs. Mallory in straight sets, 6-1, 6-3.

Miss Helen Wills (U.S.) defeated Mrs. Watson (Britain) easily, by 6-1, 6-2.

In the doubles, Miss Harvey and Miss Saunders (Britain) defeated Miss Goss and Miss Jacobs (America) 6-4, 6-1.

To-morrow, the remainder of the matches, three singles and one doubles, will be played off.—*Reuter.*

## FIXING EASTER SUNDAY.

INTERESTING DEBATE IN PARLIAMENT.

CHRISTIAN OPINION.

London, June 15.  
The House of Commons to-day passed without a division the third reading of the Bill fixing the date of Easter. This date will be the Sunday following the second Saturday in April.

The Bill was promoted by Captain Bourne, Conservative member for Oxford.

Lord Hugh Cecil (Conservative) moved an amendment providing that before an Order-in-Council was made under the Bill, the Secretary of State should certify to the King that he had ascertained that the proposed appointment of a fixed date for Easter would be generally acceptable throughout Christendom and was approved by the Convocations of Canterbury and York and the National Assembly of the Church of England.

Sir Vivian Henderson, Under Secretary of the Home Office, objected to this amendment, on the ground that it would give a power of veto to bodies with whom the Secretary of State would have to negotiate.

Another member, Major Birchall, opposed the amendment for the reason that it would be beyond the power of even the present versatile Home Secretary to ascertain a view which would be acceptable to Christian people throughout Christendom.

The amendment was withdrawn and another more practicable amendment was submitted by Sir Henry Blesser (Labourite) that before making the Order, fixing Easter, regard should be had to any opinion "officially expressed" by the Church of England, the Roman Catholic Church and other Christian bodies.

This amendment was adopted.—*British Wireless.*

## RODEO FOR SHANGHAI.

ELABORATE JULY FOURTH CELEBRATIONS.

Shanghai, June 15.  
A unique spectacle is promised for the Fourth of July, as American marines are arranging real Rodeo feats of horsemanship and lassoing, recalling the era of the pony express and the covered wagon in the Great West regions of America.

Intensive preparations are being made with a view to importing the requisite "Wild West" atmosphere.

In the ranks of the U.S. marines now stationed here are many expert punchers. The principal difficulty being encountered is Shanghai's shortage of really wild ponies to render the stunts thrilling.—*Our Own Correspondent.*

## PIRACY SCARE.

FEARED ATTEMPT ON BIG LINER.

Rumours were current in Hongkong yesterday afternoon that pirates had seized control of a large trans-Pacific liner bound for Hongkong.

The report, however, happily proved to be unfounded. It was based on the fact that the captain of the liner had sent out a wireless message saying there was an unusually large number of first-class Chinese passengers aboard his ship, and it was suspected that mischief might be intended.

Certain naval precautions were taken, and later in the day the liner sent out a message stating that everything was normal.

## DUTCH ROYALTIES ON HOLIDAY.

QUEEN WILHELMINA GOING TO NORWAY.

Amsterdam, June 15.  
The Queen of the Netherlands and her only daughter, Princess Juliana, are leaving for Norway to-morrow for a holiday.—*Reuter.*

## COUNTY CRICKET STRUGGLES.

LOW SCORING ON WET WICKETS.

SURREY UNEXPECTEDLY LOSE TO SUSSEX.

NOTTS WIN BAULKED.

After ten days of intermittent rain, scoring had slowed down considerably in the County cricket field, and Middlesex were the only side to exceed 400 runs in the series of matches concluded yesterday.

The nature of the wicket can be judged by Lancashire's performance against Gloucester in winning by an innings after being dismissed for 316.

The Lord's match ended unsatisfactorily for after Middlesex had compiled 435 for four wickets, their bowlers could not overcome the Essex defence.

Sussex won a remarkable game with Surrey, whose side with the exception of "Andy" Ducat, failed lamentably.

RESULTS AT A GLANCE.

Sussex defeated Surrey by an innings and five runs.

Dorsetshire won on the first innings, v. Leicestershire.

Notts won on the first innings, v. Hampshire.

Cambridge U. defeated Northants by an innings and 37 runs.

Glamorgan defeated Somerset by 45 runs.

Lancashire defeated Gloucester by an innings and 29 runs.

Middlesex v. Essex. Drawn.

Yorkshire v. West Indies. Drawn.

HONOURS LIST.

The principal individual performances are as follows:

Batting.

Watson (Lancashire)	140
Payton (Notts)	120*
Hendren (Middlesex)	126*
Worthington (Dorset)	121
Lee (Middlesex)	105
Ducat (Surrey)	101*
Wensley (Sussex)	97
* Not Out.	

Bowling.

J. C. White (Somerset)	8 for 50
L. T. Gresswell (Somerset)	6 for 49
Warwood (Notts)	6 for 68
Edson (Leicestershire)	5 for 40
Slater (Derby)	5 for 27
Tate (Sussex)	4 for 45

BAD SURREY FAILURE.

Ducat Offers Only Opposition To Sussex Attack.

"Andy" Ducat, who last season indicated his intention of retiring from cricket, but who has come back in great form, was the only Surrey batsman to offer any effective resistance to the Sussex attack at Hove, and Surrey were defeated by an innings and 5 runs.

Ducat contributed 101 not out in Surrey's first innings, the three-figure innings being his third in successive matches for Surrey. Maurice Tate bowled capitally in both innings.

The scores were:

Surrey: 226 and 156.  
Sussex: 387.

Although Ducat punished Tate's bowling, the Test bowler took five wickets for 82 runs.

The Sussex batting was even, the outstanding performance being that of Wensley who had the misfortune to lose his wicket when within three runs of his century.

Surrey, going in a second time with arrears of 161, gave a poor display. Tate took 4 wickets for 45 runs.

BIG MIDDLESEX STAND.

But Essex Defy The Home Attack.

Middlesex, thanks to a fine partnership between Hendren and Lee, were able to declare in the first innings with only four wickets down, but inclement weather allied with stubborn resistance by Essex prevented them from forcing home their advantage.

The match was played at Lord's, and Essex did not complete an innings.—*(Continued on Page 10.)*

## Bulls and Inners

From the Office Butts.

There is no fixed salary for chorus girls. It depends largely upon the figure.

How is it that nearly all these girls who win big sweeps are manifestos which they have "homely, kind to their mothers and love to wash dishes," etc.?

Replying to the Chinese gentleman who offers to bet us money on the Nationalists licking Japan, we would remark that they certainly have had enough practice, and, besides, we'd hate to take the money.

A meteorologist the other day expressed the theory that radio waves may be causing some of the bad weather. Maybe the radio sopranos are taking the wrong kind of ether.

A contemporary tells us that the price of giraffes has doubled since the war. Isn't it awful!

An English bishop said he dreaded television because even his bath would be no longer private. Of course, he can put it off until Sunday morning.

A Chinese General's chief trouble now, is to find the same revolution he used to know.

The street orator who said he was only selling plums had a very fruity excuse.

Japan is evidently determined to kill the Communist movement.

Two young men of Kowloon told the police they had been forced to trade, the final act with a departure of young ladies out for a ride. The boys shouldn't take such chances.

"Enquirer": "We like ambition of our young 'bloodes' have often but the only way of getting to the front in Hongkong is to become a chauffeur."

"Worried": "Sack him. No good cookboy ever cleans a sink that yays. He should have used the toasting fork."

Judging by recent elections in Chicago and Seattle, it's neither a good thing to lift the lid nor to keep household into last night till it tight. The ideal seems to be when the son and heir returned to just leave the lid on—kind home with dirty knees.

An American lad, denied the use but, after all, you'll have to admit, of the family car, killed his father according to the player, that he and mother and brothers and was shooting right for the pin.

"28 to Marry 78," says a newspaper heading. That works out at exactly three each.

Aeroplanes can now be bought on instalments. That's better himself.

Calcutta Sweep query: "What dog? Hongkong dog?"

Free Ford publicity has fallen as like meteorological experts off considerably since the standard whose forecasts are always, "no joke got switched to cigarette-change."

A stray bat from the belfry:— transactions in Peking during the Can a cat dog a man's foot-steps? past week.

Now that the malle close at 6 p.m. there should be a fresh ed of lease given to the "detained at expression." Vocal?

"Enquirer": "No; the defeat of before the "Dawn."

Appropriately enough, some of glers and Armillators Association Soviet bank employees who tion are not at all satisfied with supplied funds to Irish gunmen the manner in which Dr. Koch have been fired.

Some Hongkong people will Hygiene in the schools of the probably see Sunrise for the first Colony. It was decided, in view time next week—at the Queen's of his position as Assistant Anaesthetist to the Association, to write instructing him not to allow

According to a contemporary, one of our magistrates imposed a Board to pass the buck to him fine of two months' hard labour again. Otherwise, crime in the on an anti-Japanese street orator, district is normal.

To-day's great thought: "A spot was broadcast recently. Needless in the tumbler is worth two on to say, it was on a long wave-length."



There's quite a lot of sickness in Hongkong just now, even omitting those suffering from I strain.

"What kind of husband does a wife miss most?" asks a magazine. The one who can duck quickest.

This strikes of Australian marine cooks has put the fat into the fire.

According to the Marine Magistrate, the final act with a departure of young ladies out for a ride.

In view of the showing of "Sunrise" next week it is just as well to make it clear that many

"bloodes" have often but the only way of getting to the front in Hongkong is to become a chauffeur.

"Sack him. No good cookboy ever cleans a sink that yays. He should have used the toasting fork."

Constitution was caused in Chicago and Seattle, it's neither a good thing to lift the lid nor to keep household into last night till it tight.

The ideal seems to be when the son and heir returned to just leave the lid on—kind home with dirty knees.

A hole-in-one is luck, of course, but after all, you'll have to admit, of the family car, killed his father according to the player, that he and mother and brothers and was shooting right for the pin.

This week's simile: "As neatly as applying a lip-stick"

In reply to a correspondent, MacWhirter, he says that while there may be much to learn from the classics, he prefers to enjoy

than crash on delivery.

Hey, move over. How's your did you do in the Great Draw?

Some of these motor car drivers off considerably since the standard whose forecasts are always, "no joke got switched to cigarette-change."

There have been plenty of Yen transactions in Peking during the Can a cat dog a man's foot-steps? past week.

In a recent action it was mentioned that golf induced "serenity of lease given to the "detained at expression." Vocal?

"Surprise" at the Queen's comes America by England at Bunker's

The Talpo Associated Anglo Asiatic Amateur Anopheles Association Soviet bank employees who tion are not at all satisfied with supplied funds to Irish gunmen the manner in which Dr. Koch have been fired.

on the question of teaching Hygiene in the schools of the probably see Sunrise for the first Colony. It was decided, in view time next week—at the Queen's of his position as Assistant Anaesthetist to the Association, to write instructing him not to allow



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### U.S. REPUBLICANS.

HOOVER OVERWHELMINGLY  
NOMINATED.

Manila, June 15.  
A message from Kansas City says that Mr. Hoover has been overwhelmingly nominated on the first ballot.—*Reuter's American Service.*

By Over 700 Votes.

Kansas City, June 15.  
The Republican National convention nominated Mr. Hoover for the Presidency on the first ballot with 837 votes against 74 for the next nearest competitor, Mr. Lowden.

Other candidates balloted for were Mr. Curtis 64, Mr. Watson 45, Mr. Norris 34, Mr. Goff 18, Mr. Coolidge 17, General Dawes 4 and Mr. Hughes 1.

After the election, the presiding officer, Mr. Moses, telegraphed to Mr. Hoover informing him of his nomination, which, by vote of the convention has been made unanimous.—*Reuter's American Service.*

"Hoover There."

Kansas City, June 15.  
Twenty-three minutes slipped by before the cheering died down when the San Franciscan, Mr. John I. McNab, rose to submit Mr. Hoover's name as the Republican nominee for the Presidency.

Variations to this throaty demonstration were afforded by usually solemn politicians, who danced, sang and shouted, and finally formed a procession through the narrow aisles bearing a huge picture of Mr. Hoover and the standards defining the delegations' accommodation in the Convention Hall.

The excitement was intensified when an unwieldy, pasteboard effigy of an elephant, which cartoonists usually employ to symbolise the Republican Party, was dragged out and paraded about the hall to the accompaniment of popular airs from the band. One of these songs adapted to the occasion is "Over There," which was much in vogue when the soldiers returned from France and which is now converted into a campaign ditty with the refrain "Hoover There."

Mr. Mellon entered during the demonstration and was swept in to the procession but managed unobtrusively to retire to his seat.

Lowden Withdraws Claims.

Washington June 15.  
While the hero of the occasion was being overwhelmed with congratulations from his friends, which he received with an obviously happy silence, he withheld all comment until the morning. Mr. Lowden, Mr. Hoover's nearest rival for the nomination, and ex-Governor of Illinois, withdrew his claims in the absence of the party adoption of what he considered a satisfactory farm relief policy.—*Reuter.*

### TEXTILE WORKERS.

NEGOTIATIONS BREAK DOWN.

London, June 15.  
Negotiations to settle the dispute between the employers of the dyeing and finishing trades and the National Union of Textile Workers which were removed from Manchester to the Ministry of Labour, broke down after midnight.

The secretary of the employers' group stated that the employers had made a definite offer to the textile workers on the same terms as had been accepted by the joint dyers executive but at present the Textile Workers had not accepted. At a meeting of the representatives of the Textile Workers' Union it was stated that the employers were not prepared to continue negotiations until the strike notices were withdrawn. The negotiators having no authority to do this, the notices expire to-night and 6,000 workers will immediately be affected.

The joint dyers executive, representing five unions other than the textile workers, are continuing negotiations.—*Reuter.*

### A NEW ERA.

INTERVIEW WITH MARSHAL  
YEN.

Peking, June 15.  
Marshal Yen Hsi-shan who, though somewhat pale, appeared alert and active despite reports of his serious illness in recent months, interviewed by foreign correspondents at the Waichiaopu this morning, said:

"The object of the participation of the third group of the Army Corps in the present campaign of the Nationalist revolution is the attainment of permanent peace and speedy establishment of an effective and unified government. It is a matter for congratulation that the minds of the people are all at one and that the Peking and Tientsin areas have been brought under Nationalist control. My immediate concern is to maintain order and restore communications. I shall exert myself to the utmost to protect life and property of Chinese and foreigners in these areas."

Through traffic on the Peking-Hankow and Peking-Tientsin railways has already been restored. "Regarding the military situation, I have received reports that Miyunhsien, Kupeikow and Shunyi have been cleared of Fengtien troops, who are now only found in the Luansho regions."

"The districts eastward of Peking are gradually rehabilitated. Since the whole nation is unanimous in its determination to consummate the national revolution, the problem of pacifying Manchuria, constituting a small portion of the entire country, will only be a matter of time."

"Regarding political questions, the Committee for the administration of the war areas has now established headquarters at Peking. During the period of military operations all political matters are being attended to by this Committee and as soon as these operations are over the Nationalist Government itself will assume full responsibility for them."

"With the early restoration of peace and order in the country every facility will be accorded for the promotion of foreign and domestic commerce and a new era of prosperity will be ushered in."—*Reuter.*

Railway Muddle.

Peking, June 15.  
Yen Hsi-shan's statement this morning regarding the railways was rather "previous" as there is yet no real restoration of traffic between Peking and Tientsin. Yesterday one train consisting of a few luggage vans arrived here from Tientsin while one troop train left Fengtai for Tientsin. It was hoped to run one passenger train from Tientsin here to-day, returning to Tientsin to-morrow, but so far the train has failed to show up. The mails are still arriving intermittently by motor lorry from Tientsin. On the Kihnan line through traffic is impossible at present owing to heavy troop movements. It is estimated that the Fengtien authorities took beyond the wall nearly 50 per cent of the entire rolling stock of the North China railways, hence it must be a long time before anything like normal traffic is possible.—*Reuter.*

### PANAMA CANAL.

SHORT HOURS DELAY.

New York, June 15.  
The International Shipping Conference has adopted a resolution, moved by Mr. Campbell, the general counsel for the American Steamship Owners Association, pointing out that the volume of traffic in the Panama Canal justified the continuous all day long and all night long operation of the canal, and suggesting that representations be made to the American Government herein. The mover pointed out that ships were delayed owing to the canal being operated on an eight hours daily principle.—*Reuter's American Service.*

### GENERAL DECLINES.

CANTON PROVINCIAL GOVT.  
CHAIRMAN.

General Chan Ming-shu, Commander of the 11th Army, and concurrently Rehabilitation Commissioner for the Southern Region, has intimated his intention to decline the post of Chairman of the Provincial Government in Canton.

General Chan is at present in Hoihow, where he is fully occupied with rehabilitation work in the region assigned to his control. Since the establishment of his headquarters in Kungchow, he has been busily engaged in discussing matters with the magistrates in his district, who have all been called together for a conference. General Chan is actively instituting measures for the orderly government of the territory for which he is responsible. Tranquillity prevails and trade and commerce are facilitated and helped in all ways possible so as to improve the welfare of the people.

Being unable to return to Canton himself, General Chan has sent a deputy, Mr. Chan Yuk-huen, to convey his respects to the local authorities, and to submit his explanations for the postponement of his personal return to Canton. The urgency of rehabilitation measures necessitates his presence in Kungchow at the moment.

It is learned that Mr. Chan Yuk-huen has left Canton for Nanking to see the leading officials of the Nationalist Government on behalf of General Chan.

Forty-eight persons were killed and 363 injured in street accidents in Paris during April.



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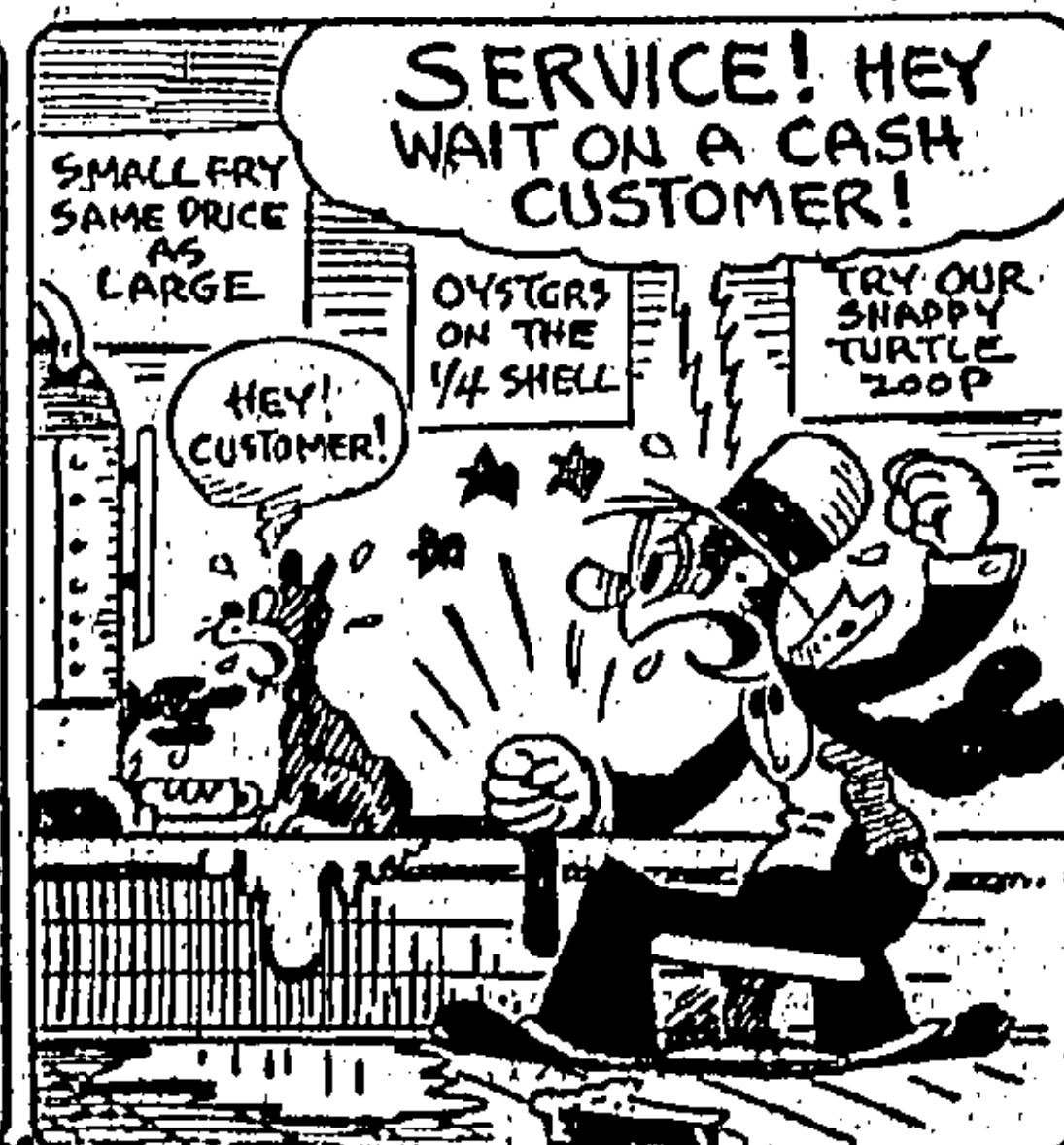
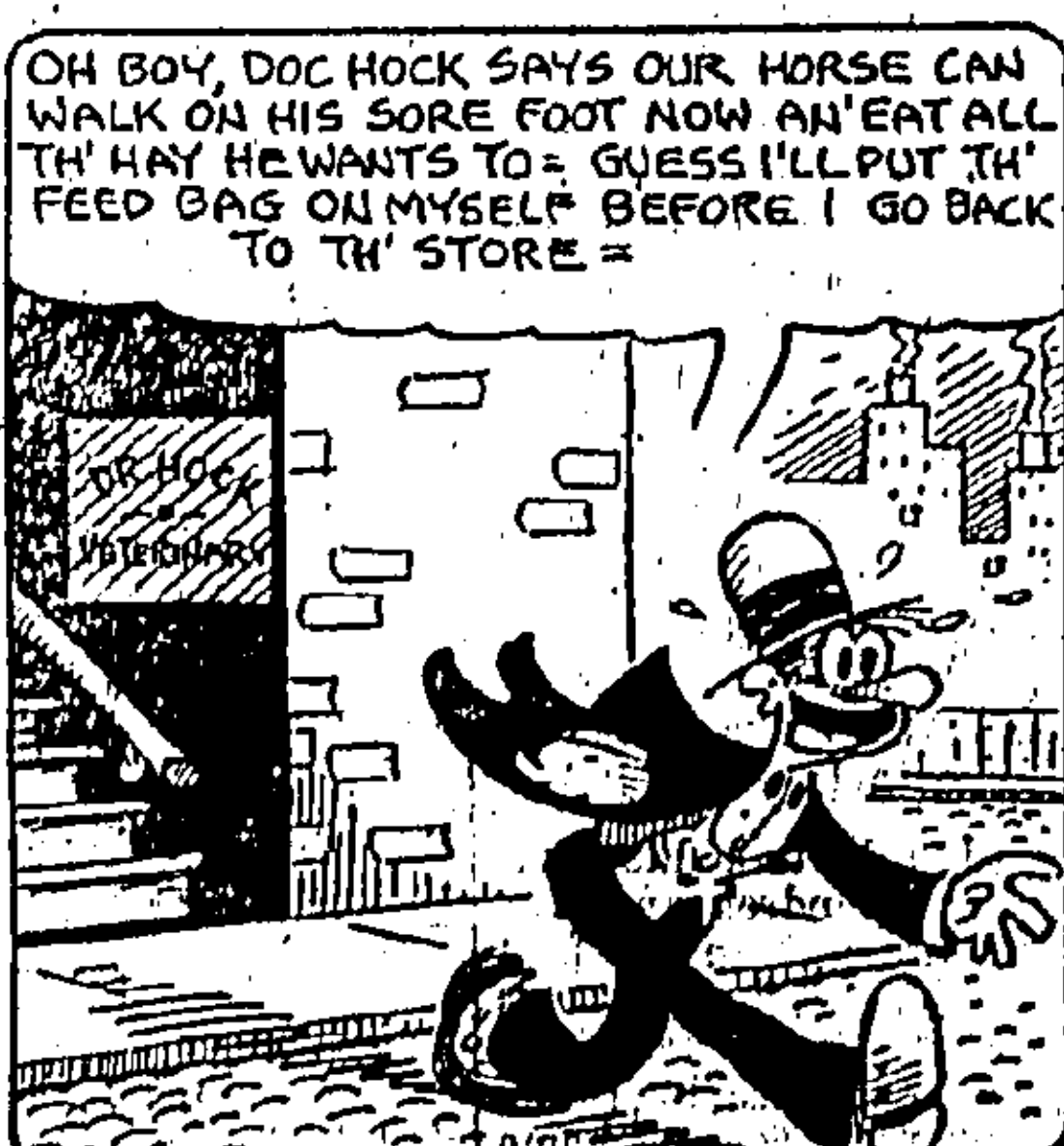
### SALESMAN SAM

### He Must Be

### By Small



If you would see your  
children grow stronger  
each day—become  
rosy, plump and  
full of life—try  
**SCOTT'S EMULSION**,  
the mother's  
friend! Ask for  
**SCOTT'S  
EMULSION**







Here is the bridal group taken at the wedding, at the Peak Church on Tuesday, of Mr. C. A. L. Rickett and Miss Aline B. Cox. (Photo: Ming Yuen).



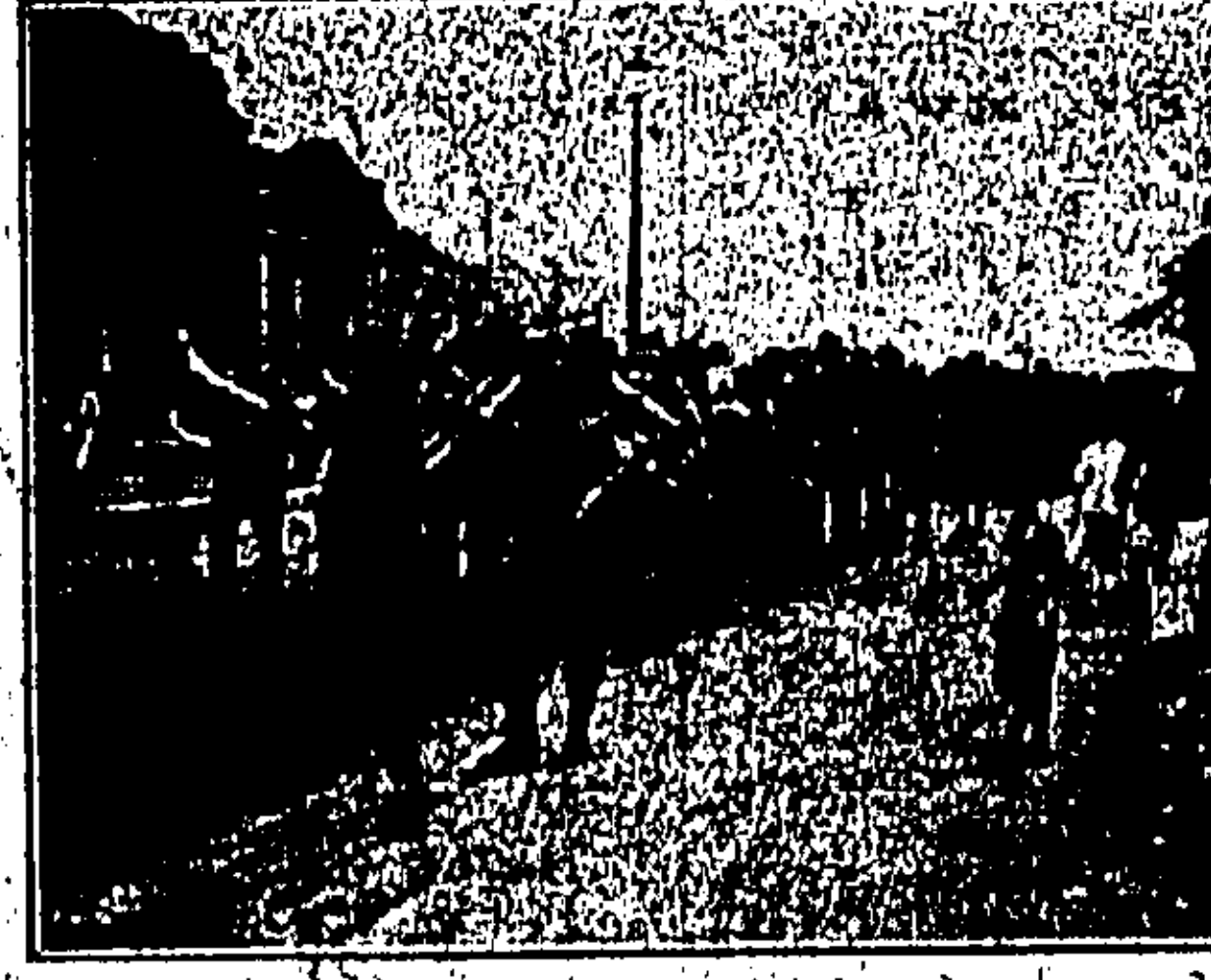
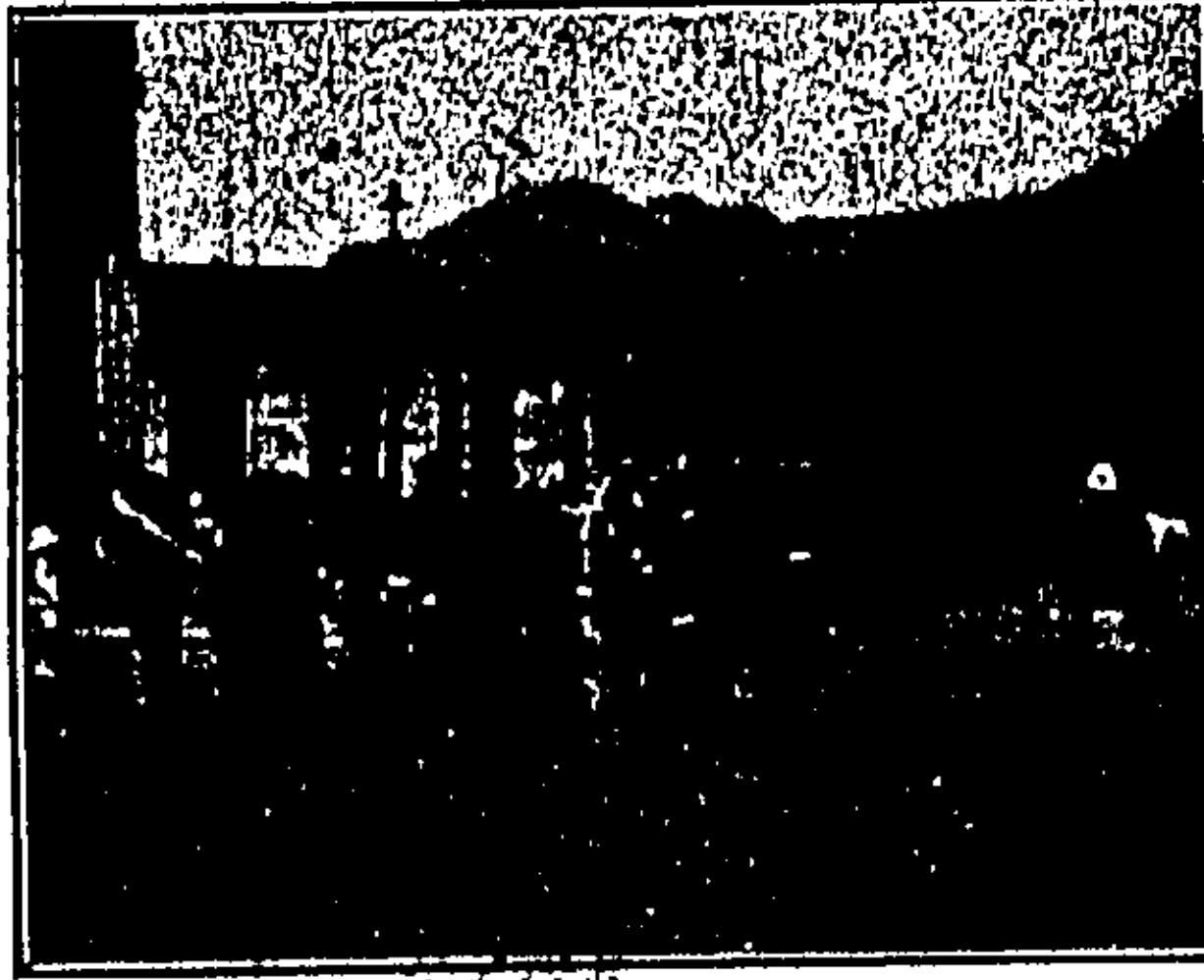
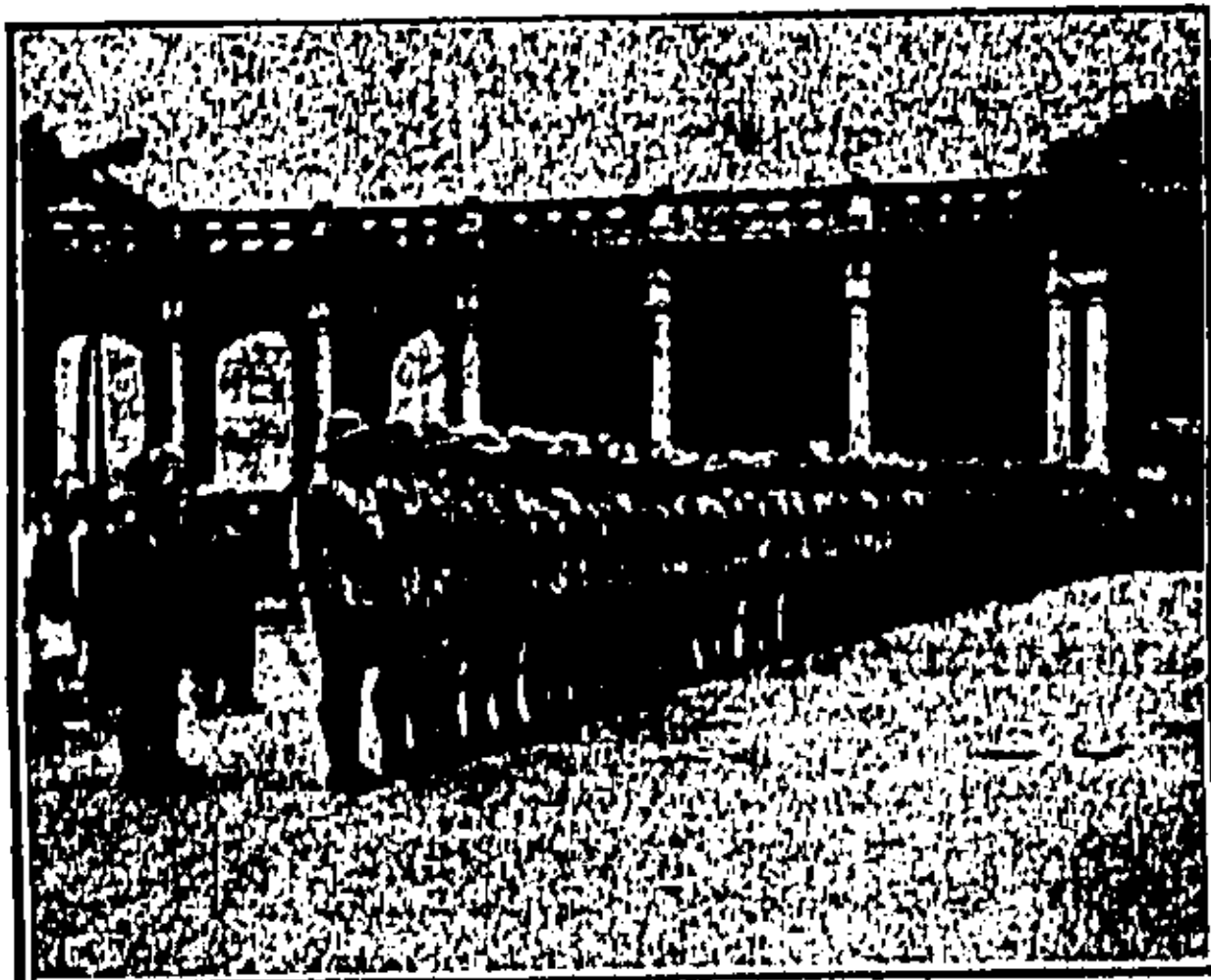
Photo taken at the 8 p.m. wedding on Tuesday, at the Peak Church, of Mr. J. J. Traynor and Miss G. A. Plunkett. (Photo: Mee Cheung).



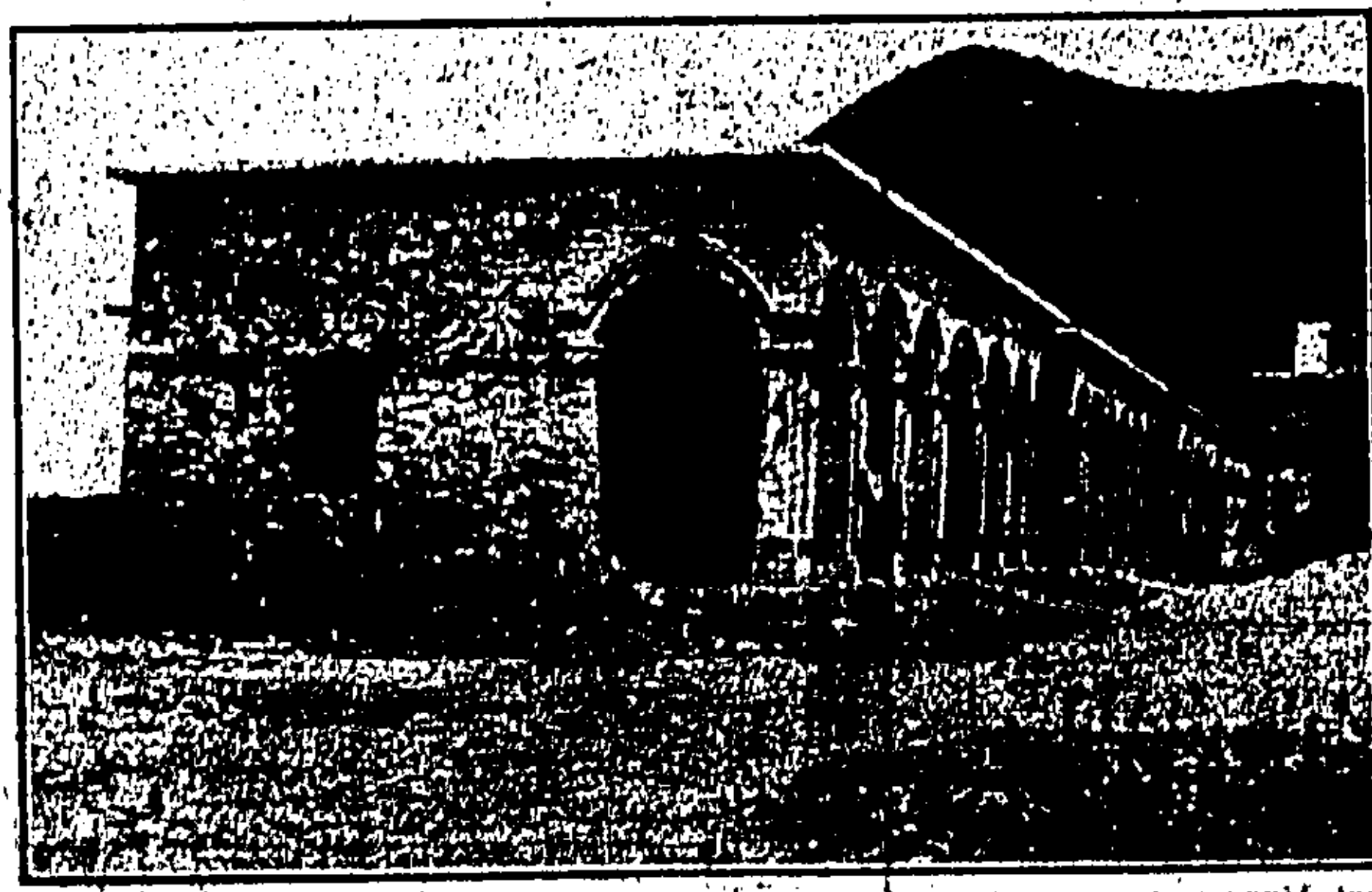
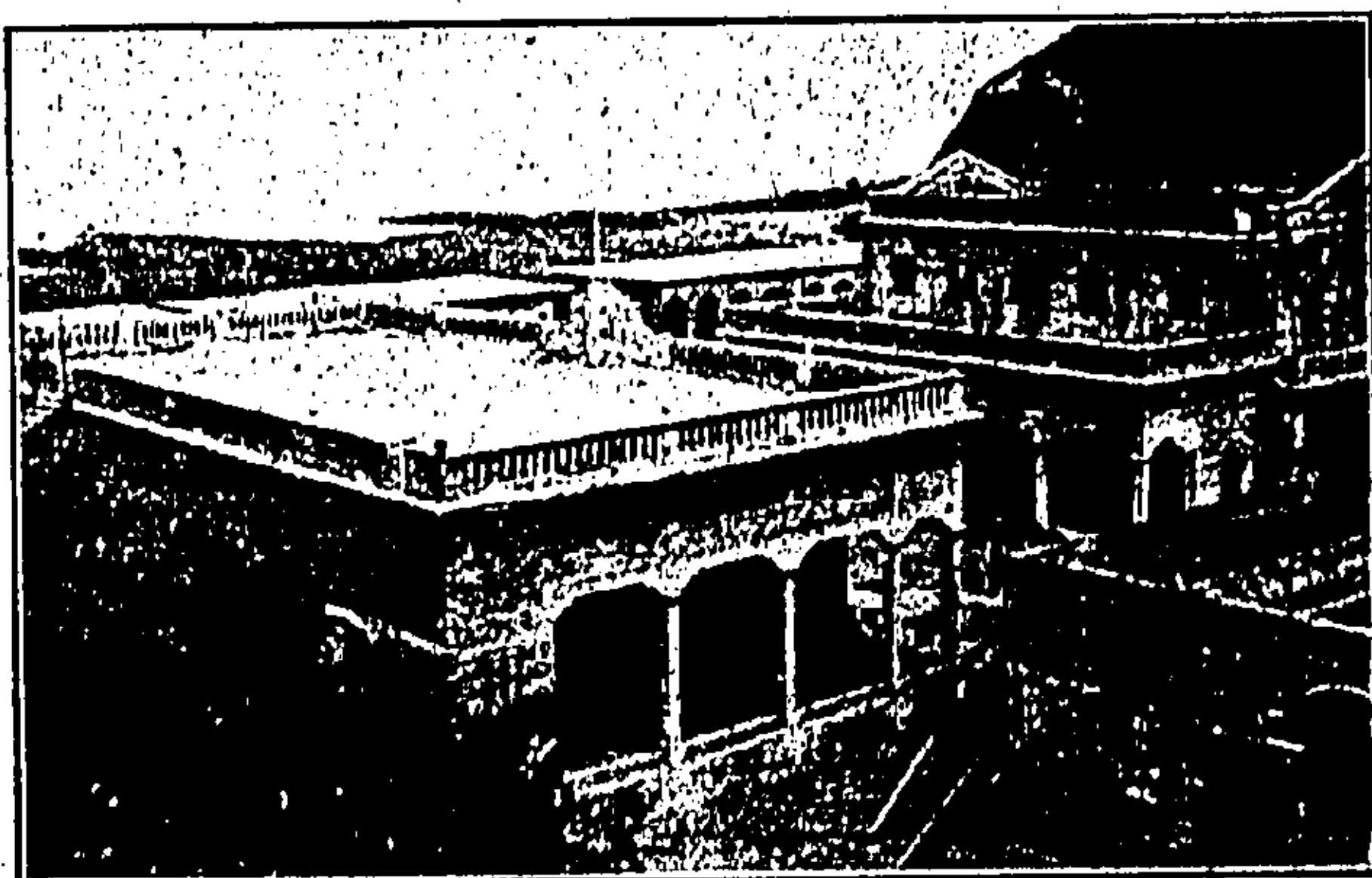
The Portuguese Company of the H.K.D.V.C., including officers, together with Lieut.-Col. L. G. Bird, Commandant, and Major R. A. Wolfe Murray, Adjutant. (Photo: Welcome Studio).



Sir Hugo Cunliffe-Owen, Chairman of the British American Tobacco Co., and owner of Felstead, the Derby Winner.



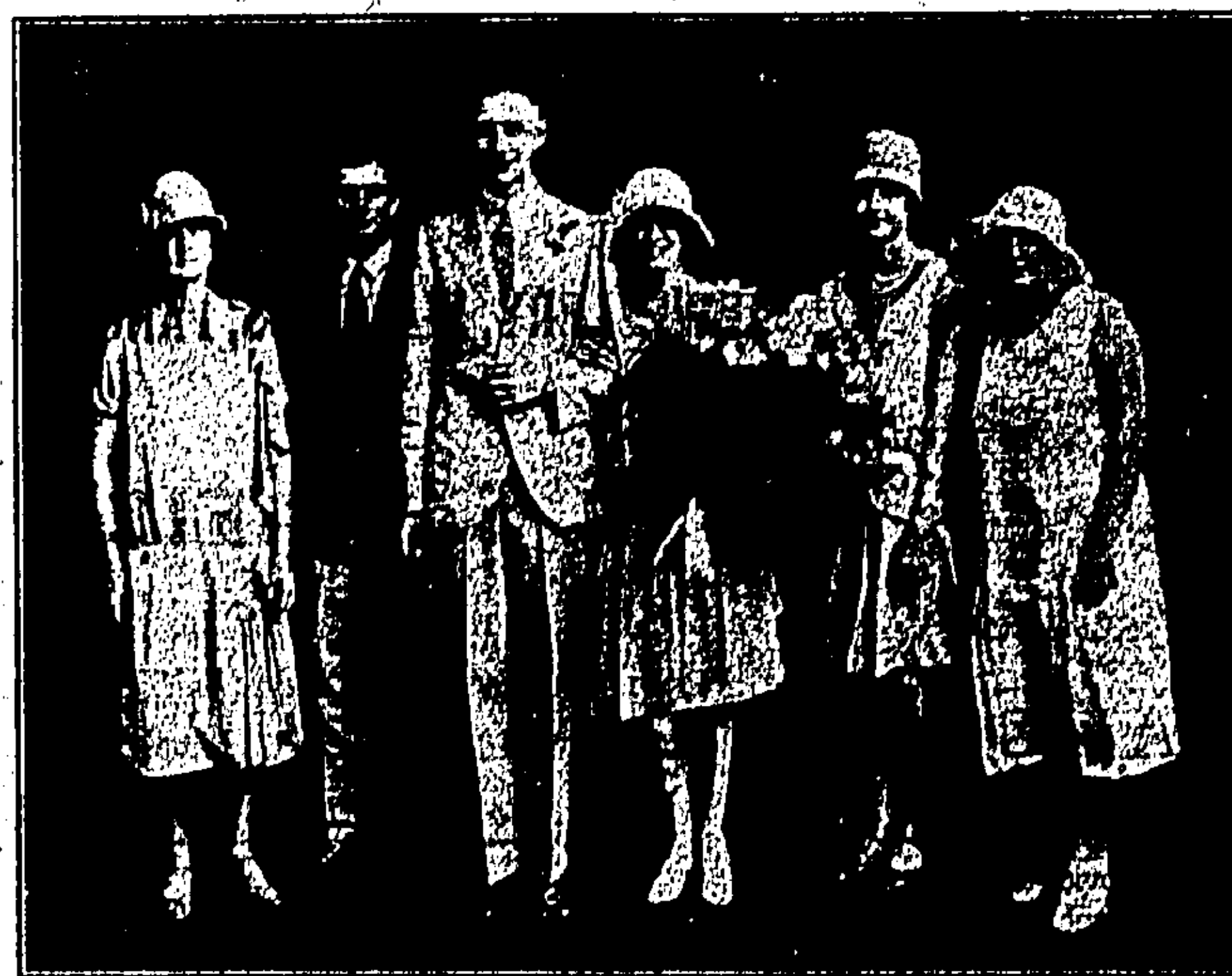
The Portuguese Company of the Hongkong Volunteer Defence Corps held its first Church Parade at Kowloon on Sunday. Above are photographs taken at the assembling point. (Photos: Mee Cheung).



The first buildings erected at the leper colony on Tai-kam Island, off the Kwangtung coast, to which reference is made in our news columns. On the left, in foreground, is shown the hospital, whilst on the right is shown one of the dormitories.



Group taken at the wedding, at Union Church on Saturday, of Mr. David Lole and Miss Katharine Chan. (Photo: Mee Cheung).



The bridal group at the recent wedding of Mr. H. S. Martin and Miss Zena Lathovetsky. (Photo: Ming Yuen).

**Hand-printed English foulard TIES**

In new and exclusive designs.

Made in the "Tensile" shape which will not become twisted in wear.

There is a choice of colours to harmonize with the clothes men are now wearing.

A LARGE RANGE OF "OLD BOYS" and REGIMENTAL COLOURS

**Mackintosh & Co. Ltd.**

MEN'S WEAR SPECIALISTS

ALEXANDRA BUILDING, DES VOEUX ROAD

**COLGATE'S RIBBON DENTAL CREAM**

Obtainable at all High-class Stores.

Sole Agents for South China

**HONGKONG TRADING CO., LTD.**

Bank of Canton Building.

**The World Famed MANILA CIGARS**

Coronas —  
Excelentes —  
Perfectos —  
Magnificos —

Taipans —  
Grand Coronas —  
Imperiales —  
Bon Ton —

AT  
*Yours Truly*  
Tobacco Store

22, Des Voeux Rd. Tel. C. 836.

**WHITEAWAYS**

A NEW DELIVERY OF  
**"MARMET" BABY CARRIAGES**  
JUST RECEIVED

"MARMET" offers the World's best in Perambulators. Each Carriage, beautifully fitted and finished, supplied with Sorbu Rubber Tyres, Electro Plated Springs and Handle Bars, Brakes Hoods and Stormproof Aprons.

THIS CONSIGNMENT IS ONLY A SMALL ONE. EACH CAR IS GUARANTEED BY THE MAKERS. THE FOLLOWING SHADES IN STOCK  
SUEDE, MULBERRY, F. GREY, NAVY, GREEN, BLACK.

PRICES FROM \$90.00 TO \$195.00

"Marmet" Folding Prams \$69.50 Each

INSPECTION RESPECTFULLY SOLICITED  
FIRST FLOOR SHOWROOM

**WHITEAWAY, LAIDLAW & CO., LTD.**



## Profitable Investment.

Judicious Advertising is one of the most profitable investments associated with successful Business Enterprises.

Advertise in  
**The Hongkong Telegraph.**

and secure the co-operation of its readers in buying your goods.

## Prepaid Advertisements

25 WORDS FOR \$1.00  
(\$1.50 if not prepaid)

The following replies are awaiting collection:—  
295, 300, 301, 305, 306, 315  
344, 363, 371, 374, 376

## BOARD RESIDENCE.

**FAMILY HOTEL.**—Victoria Gardens. Quite apartments and Suites of rooms. Full board from \$95, \$110, \$130, monthly. Large commodious rooms. Also daily rates; five minutes from ferry, next new Hotel, Hankow Road, Kowloon, Tel. K.367.

## POSITION WANTED.

Do you need Chinese help? Cook-Waiter-house-work or kitchen help. Write to C. G. Fred, 306, Queen's Road West, Hongkong.

## WANTED.

WANTED.—To purchase a second-hand 5-seater MOTORCAR in perfect working order. Flat preferred. Apply to Dr. Correia Nunes, Praia Grande, Macao.

WANTED You to know that Sennet Freres are selling regardless of cost their entire stock of Jewellery, Watches, Fancy Goods, etc. No reasonable offer refused.

## MISCELLANEOUS.

Will anybody take care of two cats during absence of owner who is going home on leave? If required at owner's expense. P. Marks c/o Nederlandsch Indische Handelsbank, Hongkong.

Mrs. Benten (trained in Paris) guarantees her permanent hair waves to give thorough satisfaction and to last six months. For appointment, 2, Pratts Building K.945.

## FOR SALE.

FOR SALE.—Steam Launch "Crane", Length 65 feet. For full particulars, apply to Hongkong and Kowloon Wharf and Godown Co., Ltd.

## PREMISES TO LET.

TO LET OR FOR SALE.—With early possession European House on Broadwood Ridge, Happy Valley, containing six rooms with Tennis Court. Particulars. Apply Messrs. Deacons.

TO LET.—from 1st July, semi-detached 5 room HOUSE with tennis court and garage, Broadwood Road. Reply P.O. Box No. 22.

TO LET.—Office Rooms, 2nd floor, New Hongkong Bank Building. Apply Sang Kee, same building.

TO LET.—One European FLAT Wanchai Gap Road, Hongkong. Apply to 32, Kennedy Road.

COMMODOUS OFFICES to let in No. 7, Queen's Road Central, also two small offices in 1A, Chater Road. Apply E. D. Sassoon and Company, Ltd.

TO LET.—Two large ROOMS with private bathroom and verandah attached, top floor; also servants quarters. Central district, terms Moderate. Write Box No. 378, care of "Hongkong Telegraph."

ARE YOU SICK? Why Continue To Suffer. Get The Poo On Chinese Herbs and Get Well. Constipation, Rheumatism, Dropsy, Typhoid Fever, Nervousness, and Diabetes. Yee Foo Lun, Chinese Herbalist, Managing Director, Entrance 66, Queen's Road Central, Tel. C. 5008.

## New Advertisements.

### CHINESE CUSTOMS NOTIFICATION.

The offices and stations of the Chinese Maritime Customs for Kowloon and District will be closed to public business on Friday the 22nd June 1928.

F. HAYLEY BELL, Commissioner of Chinese Customs, Kowloon and District, York Building, Hongkong, 15th June 1928.

### WAR DEPARTMENT CONTRACTS.

Sealed tenders will be received at the O.C. R.A.S.C. Office Headquarters, South China Command, on the dates stated, for the under-mentioned services, for a period of eight months, commencing on 1st August 1928.

FORAGE, Tuesday 3rd July 1928. TRANSPORT SERVICES, Thursday, 5th July 1928.

Tender Forms and any necessary information can be obtained at the above office between the hours of 10 a.m. and 1 p.m. daily, except Sundays.

### NOTICE.

Notice is hereby given that Mr. B. Ovrum-Andersen has been appointed Manager of our firm as from the 15th instant.

THORESEN & CO., LTD.

### E.A.S.M.A. PICNICS.

A Launch Picnic to Clearwater Bay will take place on Sunday, next the 17th inst. Launch will leave Queen's Pier at 3 p.m. sharp. Fees:—Members .50 cents. Non-Members Introduced by Members \$1.00.

### HONGKONG JOCKEY CLUB.

SUBSCRIPTION GRIFFINS Season 1928-1929.

Members are notified that lists now open for intending subscribers to above, will close on Saturday, 16th June 1928.

H. R. FORSYTH, Acting Secretary.

### WAR DEPARTMENT CONTRACT.

Sealed Tenders will be received at the Office of the O.C. R.A.S.C. Headquarters South China Command, Victoria Barracks, Hongkong until 12 Noon, on Thursday, 21st June 1928, for the supply of Flour 400 bags of 49 lbs each, to be delivered into the Supply Depot Hongkong by 4th July 1928.

Tender forms and any necessary information may be obtained at the above office between the hours of 10 a.m. and 1 p.m. daily except Sundays.

### INDO-CHINA STEAM NAVIGATION CO., LTD.

The Forty-Seventh Ordinary General Meeting of the Company will be held at the Offices of the General Managers, Messrs. Jardine, Matheson and Co., Ltd., Pedder Street, Hongkong, on Wednesday, the 20th June, 1928, at Noon for the purpose of receiving the Report of the Directors, passing the Accounts, and electing Directors and Auditors.

The Transfer Books of the Company will be closed from the 13th June to 4th July, 1928, both days inclusive.

By Order of the Board, JARDINE, MATHESON AND COMPANY LIMITED, General Managers, Hongkong, 20th May, 1928.

### "THE PEAK FLATS"

SITUATED within Two Minutes' Walk from the Tram Station and overlooking the Southern Side of the Island. Ready for Occupation in JULY.

Five-Roomed FLATS and Six-Roomed FLATS with all Modern Conveniences, Drying Rooms and Out-houses, Two Lifts.

Apply to—GREY FONGIER D'EXTREME-ORIENT, 4th Floor, FRENCH BANK BUILDING.

### MRS. SEKAI

MASSAGE 6, Wyndham Street, 1st floor, Hongkong.

### MRS. MOTONO

HAND & ELECTRIC MASSAGE No. 31B, Top Floor, Wyndham St. Hongkong.

## CHURCH NOTICES.

### To-morrow the Second Sunday After Trinity.

Union Church, Kennedy Road. Sunday Services, June 17th and Sunday School at 9.45. Morning Service at 11, Hymns 344, 26, 252, 304. Preacher: Rev. J. Kirk Macdonald. Evening Service at 6, Hymns 325, 412, 492, 670. Preacher: Rev. J. Kirk Macdonald. Wednesday 8.15 Soldiers' and Sailors' Christian Association. Friday 5.30 Minister's Bible Class.

St. Andrew's Church, Kowloon. Sunday June 17th. 2nd Sunday after Trinity. 8.15 a.m. Holy Communion, 11 a.m. Morning Prayer, and Sermon, Preacher the Rev. N. V. Mulward. 6 p.m. Evening Prayer & Sermon, Preacher The Vicar. Monday 18th. 9 p.m. Reception to bid farewell to Mr. & Mrs. J. W. Baldwin. Thursday 21st 5.30 p.m. Prayer meeting at the Vicarage, Leader Mrs. Rogers.

First Church of Christ Scientist, Macdonnell Road, below Bowen Road Tram Station. Sunday Service, 11.15 a.m. Subject, "Is the Universe, including man, evolved by atomic force?" Wednesday Evening Meeting at 5.30 p.m. Reading Room at above address open Tuesday and Friday, 10 a.m. to 12 noon, Monday and Thursday, 5 to 7 p.m. The Public is cordially invited to attend the services and visit the Reading Room. Branch of The Mother Church, The First Church of Christ, Scientist, in Boston, Mass., U.S.A.

## THEATRE ROYAL CITY HALL

To-night at 9.15 p.m.

## JACQUES THIBAUD

(The Great French Violinist)

Prices \$4, \$3, and \$2.

Booking at Moutrie's

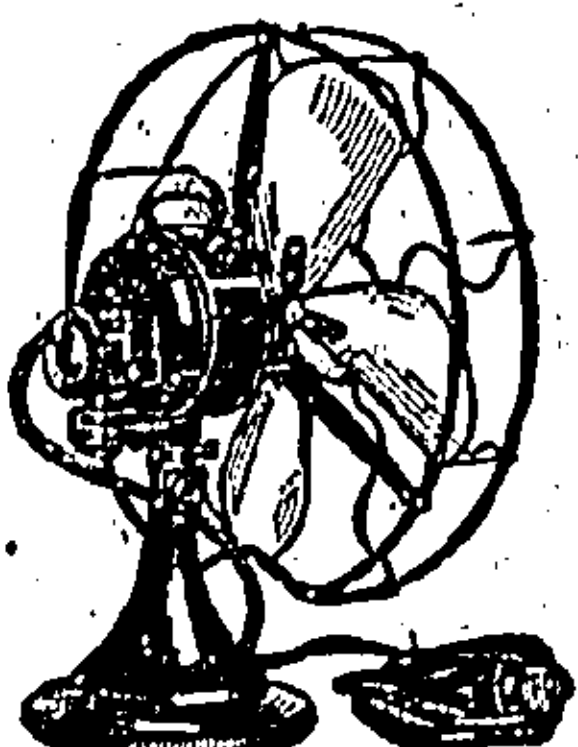
## JACQUES THIBAUD

Direction: A. STROK

## MASSAGE HALL

MRS. S. UZUNOYE

Expert Masseuse 67, Queen's Road C., 2nd floor.



KEEP COOL

Century FANS

The scientifically shaped blades—exceptionally wide and deeply pitched—provide the maximum air movement, consistent with quiet operation.

Sole Agents

SHEWAN, TOMES & CO.

## LAMMERT'S AUCTIONS.

### PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction.

On MONDAY, the 18th June, 1928, commencing at 2.30 p.m.

at their Sales Room, Duddell Street. A Quantity of Household and Office Furniture, comprising: Teak Hutstand, Chesterfield Couch and Chairs, Bookcase, Desks, Table Fans, Carpets, Rugs, Ornaments, Curios, Pictures, Oil Paintings, etc., etc.

Dining Tables, Dining Chairs, Sideboards, Dinner Waggon, Ice Chests, Dinner Crockery, Glass Ware, Cutlery, Kitchen Utensils, etc., etc.

Teak Bedsteads, Wardrobes with and without Mirrors, Washstands, Dressing Tables, Chamber Stand, Linen, Chest of Drawers, etc., etc.

A Quantity of Blackwood Furniture, and

One Piano Player and Records, One Cottage Piano, Two Victrola Gramophones, One Singer Sewing Machine.

Catalogues will be issued.

On View Day of Sale.

Terms:—Cash on Delivery.

LAMMERT BROS., Auctioneers.

### BY ORDER OF THE MORTGAGEES.

PUBLIC AUCTION of the VALUABLE LEASEHOLD PROPERTY situate at

Mongkoktsui in the Dependency of Kowloon and

Colony of Hongkong and

registered at the Land Offices KOWLOON INLAND LOT NO. 1572,

to be sold

on TUESDAY,

the 19th day of June, 1928,

at 3 p.m.

by

MESSRS. LAMMERT BROS.,

Auctioneers,

at their Sales Room

No. 8A, Duddell Street, Victoria,

Hongkong.

For further particulars and conditions of sale apply to:—

MESSRS. WOO & NASH,

Solicitors,

4 and 6 Queen's Road Central,

or to

MESSRS. LAMMERT BROS.,

No. 8A, Duddell Street,

Hongkong, June 8, 1928.

E. V. M. R. de SOUSA.

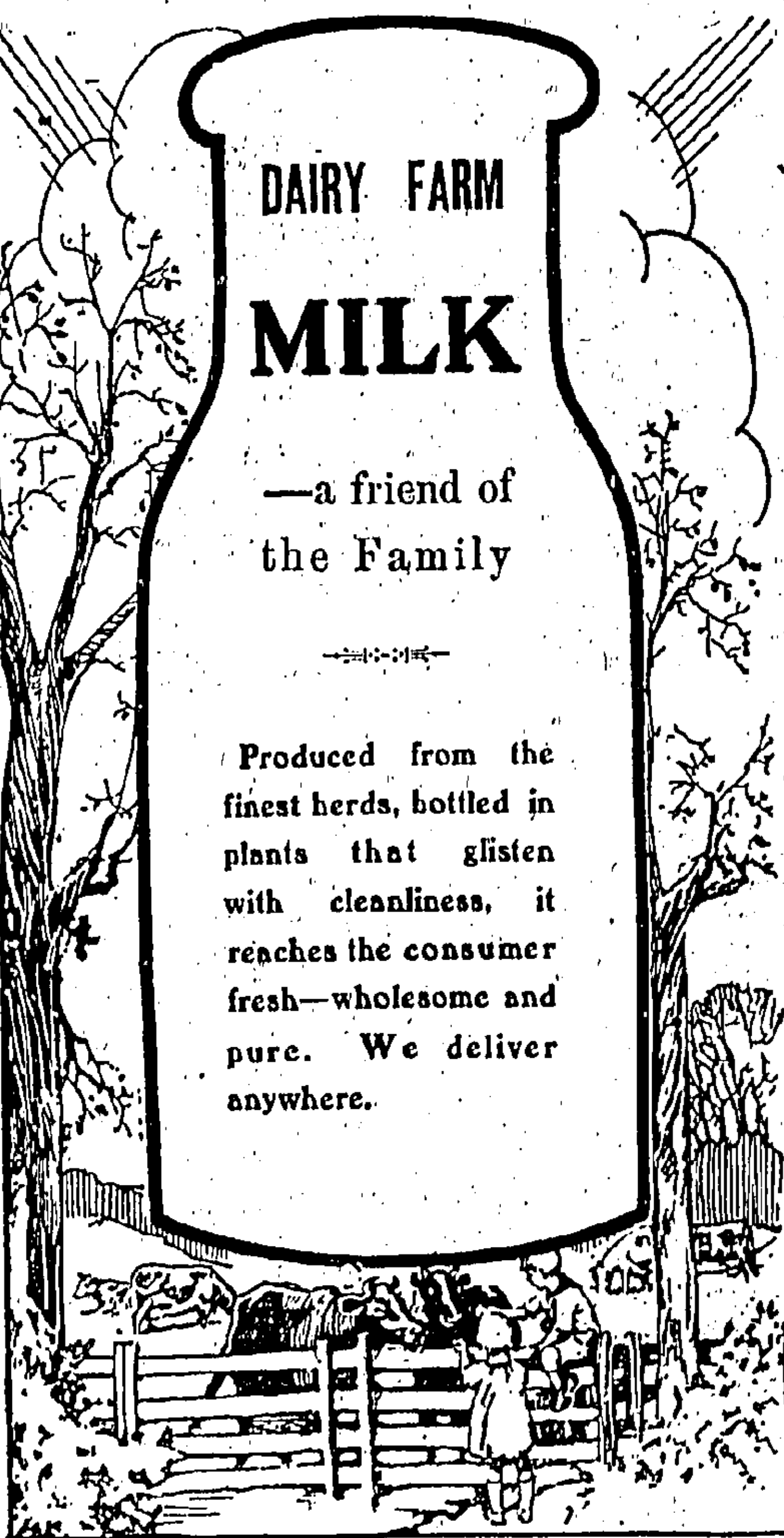
CHINA AUCTION ROOMS.

6, Duddell Street.

If you have anything you would like to sell, exchange or advertise send it to the CHINA AUCTION ROOM.

E. V. M. R. de SOUSA.

## THE IDEAL SUMMER BEVERAGE



The Dairy Farm Ice & Cold Storage Co., Ltd.

## SALE OF JEWELLERY, WATCHES, FANCY GOODS, ETC.

at a

## SACRIFICE

We are removing from our present premises (opposite main entrance of the Hongkong Hotel) and have to sell the entire stock.

No reasonable offer refused.

Sale commences on 1st June, 1928.

SENNET FRERES,

China Building,

Pedder Street.

## THE GREATEST OF THEM ALL!

ACCLAIMED by the leading papers of London as the most wonderful picture ever produced. A simple human drama told with unequalled eloquence and technical brilliance. A marvel of motion picture realism!

## SUNRISE



with

JANET GAYNOR

(Enchanting star of "7th Heaven")

and

GEORGE O'BRIEN

Produced for Fox Films by the celebrated German director, F. W. Murnau, at a cost £1,000,000. "A Magnificent film, blending vast spectacle and intimate sentiment in a way no other picture has ever done before." A Film everyone simply MUST see!

COMING TO THE

QUEEN'S TUESDAY TO SATURDAY

Special Times and Prices.

At 2.30, 5.00 & 7.15 p.m. \$1.20, 80 cts., 60 cts. & 40 cts. At 9.30 . . . . . \$2.00, \$1.20, 80 cts. & 60 cts.

Service men in uniform 60 Cents to back stalls and 40 Cents to front stalls at all shows.

Send your clothes to us for Dry-cleaning or Dyeing.

We specialise in renovating and pressing garments.

Try us just once.



## THE INTERNATIONAL DRY CLEANING & DYEING CO.

19, Wyndham Street, 145, Wong Nei Chung Road, 56, Nathan Road, Hongkong, Happy Valley, Kowloon.

## "RICKSHAW" BRAND CEYLON TEA

Cheapest and Best

From all leading Compradores.

Be Guided by the Quality—Not the Price.



# ORANGES and LEMONS



## FRESH FROM SUNNY SPAIN!

The refreshing and stimulating qualities of these two delicious fruits, blended with the distinctive C & B flavour, combine to produce two singularly attractive and satisfying beverages.

Ask For

**Crosse & Blackwell's**

ORANGE CUP AND LEMON CUP.

THE NAVY'S CHOICE

**Gates**  
ORIGINAL

**PLYMOUTH GIN**

OBTAINABLE

EVERYWHERE.

For your floor—furniture—and every domestic article requiring a stained and varnished finish

"Wilheyela"

**Oil Varnish Stains**

IN

Oaks—Walnut  
Mahogany—Satinwood  
Rosewood—Ebony Black

Can be applied by anyone.  
Always reliable, never sticky.  
Non-poisonous and Durable.

AGENTS—

**S. C. LAY & CO.**

Alexandra Building.

Telephone C. 763.

**Wilkinson, Heywood & Clark**  
SHANGHAI.

HONGKONG.

## NEW CAREERS FOR WOMEN.

WHEN GOOD LOOKS ARE A HANDICAP.

The Conference on New Careers for Women, which was held at the Essex Hall, Strand, under the auspices of the Union of Women Voters, dealt with engineering, salesmanship, journalism, and advertising.

Miss Haslett, organizer of the Women's Engineering Society and the Women's Electrical Association, said that good looks seemed to be a drawback to a girl taking up engineering work. "We put forward a woman for a drawing office appointment," said Miss Haslett, "and her qualifications were excellent, but the director said quite frankly that she was too good-looking for the job, and would probably upset the men in their work. Another director, expressing the technical qualifications required of a girl, added, 'And she must not jump if the foreman says 'Damn.'"

"A girl must also get rid of the idea that if she goes in for engineering she will spend the rest of her life in dirty boiler overalls. She passes through that phase, but it soon goes. Parents are often a great handicap, for they think that a girl is abnormal if she wants to take up engineering—that it is not a nice, ladylike profession like secretarial work. This is true in a way, for a girl has to work with men, wear knickerbockers on occasions, and sometimes do night work.

"But this does not make us abnormal, and we want to cease to be regarded as curiosities. We want to work with men, and not against them."

The chief qualifications for salesmanship, said Miss Gladys Burton, Principal of the Burton Institute, were tact, sympathy, good health, good brains, good temper and love of humanity. "A saleswoman must have a real affection for people. The more obvious they are, the more she must like them." (Laughter.) Professional brightness, however, was irritating. "Instead of being infectious it makes us sad. A saleswoman is like a doctor. She must diagnose her customer at a glance and develop the soothing 'bedside' manner which inspires confidence."

Miss Edith Shackleton, the writer, dealing with journalism, said that in many instances women had better chances these days than men, owing to the growth of women's features. "Wages are equal," she said, "and a woman is a nifty if she takes less than a man. A good journalist must have a streaky sort of nature. She must be sensitive and yet possess tough nerves and be able to endure countless vexations and disappointments."

Mrs. Ethel M. Wood, speaking on advertising, said: "It doesn't matter two hoots in advertising whether an individual is a man or a woman so long as that person knows and can do the job."

Baroness Ravensdale presided.

## FOXTROTS WITH PATIENTS.

DOCTOR PLEADS GUILTY TO FRAUD CHARGE.

George Henry Pooley, aged 60, described as a "distinguished ophthalmic surgeon," pleaded guilty at London Sessions to obtaining credit by fraud from Artillery Mansions Hotel Company, Ltd., and with failing to disclose that he was an undischarged bankrupt.

Mrs. Theresa Ritchie Irwin, aged 35, who was stated to have been his secretary, also pleaded guilty to obtaining credit by fraud.

It was stated that Pooley stayed at Artillery Hotel and gave a worthless cheque in payment.

Detective Salter said that Pooley, who lived apart from his wife, was formerly in practice in Sheffield.

He was made a bankrupt last October, and since had been in the company of Irwin. They had stayed at various London hotels and had not paid their bills.

Sir Robert Wallace stopped the witness and said that he would postpone the case until the next Sessions to see whether any further proceedings were taken.

Evidence on Pooley's behalf was given by Dr. Gilbert Mould, of Rotherham, who stated that Pooley was a B.A. of Cambridge and a member of the Royal College of Surgeons and Physicians. During the war he was constantly engaged in performing skin-grafting operations and attempting to restore sight to blinded men.

"He is suffering from hypermania, a state of unnatural excitement," said Dr. Mould, who added that after examining a woman patient, Pooley would say, "Now let us have a fox trot," and, putting on his gramophone, would dance round the room either with her or by himself.

## SIR A. CHAMBERLAIN HONOURED.

GLASGOW PRESENTS THE CITY'S FREEDOM.

Glasgow, May 17. Traditionally the candidate for the Lord Rectorship of a Scottish University takes no personal part in the electioneering. On his appointment he elects an Assessor to sit on the University Court, the chief governing body, and in the course of his three years' term he pay a visit to his constituents and delivers his Rectorial address.

The Earl of Birkenhead, however, paid a second visit to Glasgow shortly before his Rectorship expired, and this example has been followed by Sir Austen Chamberlain, whose term ends in October.

Last year Sir Austen, accompanied by Lady Chamberlain, arrived in the City as the guest of Mr. William Brodie, and attended a reception at Queen Margaret College. This was followed to-day by another reception in the Bute Hall of the University, and in the evening the Lord Rector bade farewell of the students at a dance in the Union.

When it became known that the Secretary of State for Foreign Affairs would be in Glasgow, it was decided by the Corporation to offer him the freedom of the city, and this ceremony, and a civic luncheon which followed rather overshadowed the academic side of the visit.

Geneva and Locarno.

The presentation of the Freedom took place in St. Andrew's Hall, where Sir Austen Chamberlain was given a hearty reception. The Burgess's ticket stated that the honour was offered in recognition of Geneva and Locarno in the interests of peace and reconciliation in Europe and of his unwearied exertions in the cause of international amity and goodwill. Sir David Mason, the Lord Provost, in presenting the ticket, described Sir Austen as the "Apostle of Peace."

Sir Austen Chamberlain in the course of his reply, said that Germany and France saw and recognised, and let us recognise too, that whatever differences we had, none of them was worth the cost of war—(applause)—that whatever separate and even conflicting interests we had our common interests transcended them all.

"A Dog's Life."

Speaking at the civic luncheon, Sir Austen Chamberlain said that during his 40 years of public life there were moments when, wearied and vexed, he confided to his wife "It was a dog's life," and suggested he might leave it. His wife replied, in accordance with an old story, "What, and be a nuisance at home?" But, after all, his long experience told him that public life was worth while. The more work of that description they did the more interesting it became. Anyone who gave honest service according to his measure, met with a rich and generous reward, as he had himself experienced.

Gift of £40,000.

Sir John MacLeod, the honorary treasurer, announced an endowment gift of £40,000 by Mr. Archibald Walker, of Newark Castle, Ayr, in memory of his wife and son.

## WHERE BRITAIN BEATS THE WORLD.

SCIENTIFIC INGENUITY & APPLICATION.

Sir Alfred Mond, M.P., addressed the Chemical Industry Conference at Westminster recently on scientific research as applied to industry. "We have had our share, a very fair share, of the most eminent men of science the world has ever seen," he said.

"I have seen leaders of industry in every country in the world, and I can say without fear of contradiction that we have to-day in this country men with more ingenuity and more practical application of scientific principles to actual manufacture than in any other country in the world." (Cheers.)

A good deal of nonsense was talked about research. Some people thought research could be ordered like a suit of clothes. (Laughter.) An inventor was born, not made.

He was optimistic about the complete picture of Britain's industrial future. It was true that there were industries which were in backward waters, and that there were industries which were bankrupt.

Those industries which had applied the principle of the science of organisation were prosperous and progressive. Those which had failed to utilise the opportunities which this science offered were depressed and retrogressive.

The great advantages of amalgamation were the way it enabled the talents of every industry to be collected in a common pool.

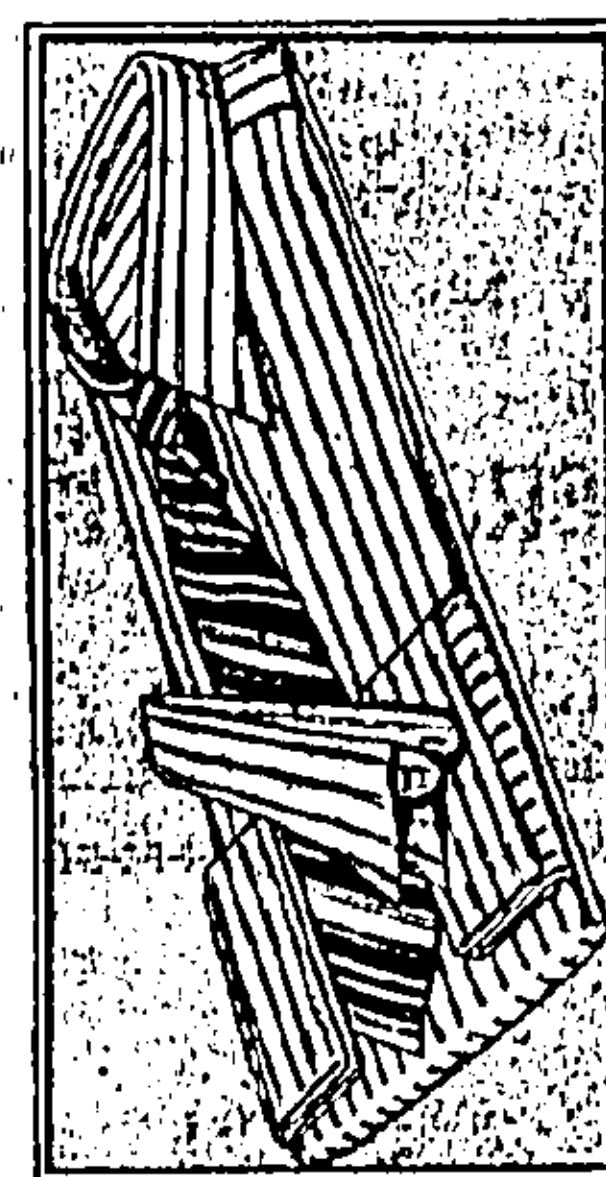
# WHITEAWAY'S



## TURKISH TOWELING BATH GOWNS.

A very fine assortment of these absorbent Gowns in fancy checks and stripes. Fast dyes.

Price **13.50, 15.50.**



## PLAIN AND STRIPED POPLIN TUNIC SHIRTS.

Made from the finest Egyptian Cotton, English Cut and Finish, with two collars to match each shirt.

FIT GUARANTEED.

Price **6.50 INCLUSIVE**



## PLAIN AND STRIPED POPLIN PYJAMAS.

A very extensive range of Pyjamas in beautiful stripes and plain colours in this very popular cloth.

Price **8.50, 10.50.**

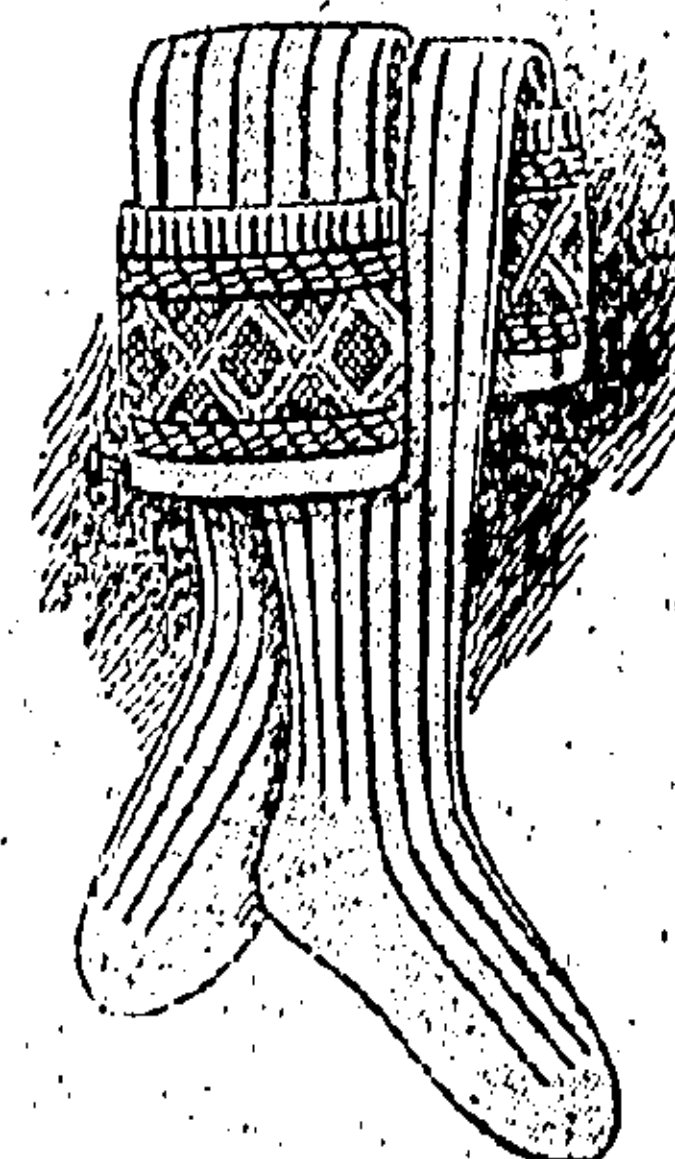


## CORK AND RUBBER SUN HELMETS.

HAWKES' and "TOWNENDS"

Well known helmets, special bodies, light weight, guaranteed sun and weather proof.

Price **11.50, 13.50.**



## MEN'S T. T. GOLF HOSE.

The newest and finest selections at reasonable prices, including heather light weight wool, heather mixtures, check legs, lisle, and the regulation khaki.

Price **2.50 to 6.50.**



## MEN'S SOLA PITH HELMETS.

One of the many shapes in this popular light weight helmet. Light tussore covering. Stocked also in the tropical bowler shape, covered sunproof cloth, white and khaki.

Price **5.50, 5.95.**

New Assortment of Club and Regimental Stripes

Price \$2.75 each.



Over 100 Various Club and Regimental Colours Represented

## MEN'S OUTFITTING DEPT.

**Whiteaway, Laidlaw & Co., Ltd.**



# THOS. COOK & SON, LTD.

(INCORPORATED IN GREAT BRITAIN)

TRAVEL  
BANKING



INSURANCE  
FREIGHT

PEDDER BUILDING, PEDDER STREET,  
HONGKONG.

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## ARTS & CRAFTS, SHANGHAI.

Lord Scone, heir of the Earl of Mansfield, is engaged to marry Miss Dorothea Carnegie, daughter of the British Ambassador at Lisbon.

L.C.C. Education Committee report in favour of a clinic where an organised effort can be made to deal with naughty and difficult children.

Mr. and Mrs. John Courtney, of Swymbridge, North Devon, who have celebrated their diamond wedding, have lived 60 years in the same cottage.

### ENGLISHWOMAN MURDERED.

#### FRENCH GOLF COURSE CRIME.

Boulogne, May 21. An atrocious murder has been committed in the vicinity of the golf course in the Paris Plage, the victim being the fifty-year-old Mrs. Wilson, who with her husband had recently arrived from a journey in Africa and Australia. The police sent out a search party when she did not reach her home after a game of golf.

The police discovered her corpse in a thicket bearing a number of wounds; her clothes were torn and disordered and assault had been attempted. Her handbag was not touched.

A doctor concludes that the victim was first strangled, but as death was not sufficiently rapid, she was repeatedly stabbed in the throat. Suspicion has fallen on a twenty-two-year-old deaf-mute, Vambre, who denied the charge when he was examined in the deaf and dumb alphabet.

Vambre had twice been previously accused of attacking women alone. He was formerly detained in an establishment for degenerates. Mrs. Wilson's husband, who is on a week-end visit from England, is employed in a London bank.

#### Deaf Mute Clears Suspicion.

Le Touquet, May 21.—The deaf-mute, Vambre, has apparently cleared suspicion of his being concerned with the murder of Mrs. Wilson. It is now reported from Estaples, a place nearby, that Madame Donvoisin, aged 24 and the mother of two children, has been missing for the past five days.

The papers are wondering whether there is any connexion between the two incidents.

#### Arrested Men Released.

Le Touquet, May 22. A Portuguese and an Italian who were detained in connexion with the murder of Mrs. Wilson have been released.

The foreman of a Le Touquet firm has made a statement that he walked along the path where the murder was committed half an hour after the struggle was known to have occurred, and says that he saw a black man wearing a grey raincoat, who was certainly not a workman, disappear into the thicket.

On the other hand, however, a horn-handled knife of the type commonly used by labourers was found on the scene of the tragedy.

Mr. Herbert Wilson, husband of the Le Touquet victim, is the son of the ex-Chairman of Cammell Laird and Company, while the victim was the daughter of Charles Cammell, director of Cammell Laird and Co.

#### Another Clue.

Le Touquet, May 23.—The man with the grey raincoat mentioned in yesterday's message has turned out to be a well known person highly respected locally, but he at any rate has provided an important clue giving the description of a mysterious man with a bicycle seen near the scene of the murder.

The police are now seeking this man.

Mr. Wilson has deposited funds at the police station to ensure that the authorities shall not be hampered from monetary considerations, and has also offered a reward of 100,000 francs for evidence leading to a conviction.

### SOUTH AFRICAN RAILWAYS.

#### HEAVIEST LOCOMOTIVES BUILT IN EUROPE.

The continually growing demands of traffic and the desire to work as remuneratively as possible have compelled the railroad administrations throughout the world to increase more and more the length of the trains operated by them. To enable them to do so, very powerful locomotives are essential, more particularly so in mountainous districts traversed by much-frequented lines where a relatively large number of curves are unavoidable.

In the mountainous districts served by the South African Railway Administration there are a large number of curves having a radius down to 300 feet. The locomotives employed on such lines must be unusually powerful and must at the same time be able to negotiate these curves without difficulty. The usual types of locomotives are unsuitable for the purpose, and this circumstance has led modern engineers to design a new kind which may be described as "articulated" locomotive.

Last year as many as ten of these locomotives—built by the German firm of Maffei A. G. and known as the "Union" type of locomotive—were entered in the service of the South African Railway Administration, and somewhat later orders were given by the same body for two particularly heavy locomotives also to be built in Germany. These latter were completed in November last and are intended for use in connexion with the express train service on the mountainous parts of the line from Capetown to Pietermaritzburg. Their weight

### THE NEW BRITISH BANK NOTES.

#### TREASURY'S PAPER TO DISAPPEAR.

The Currency and Bank Notes Bill, which will presently banish the Treasury's paper from our wallets, and give us an unfamiliar legal tender, served the Commons recently as passport into the forbidding regions of high finance.

The majority of the House was well content to leave the excursion in charge of established guides.

The public is curious to know the size and appearance of the new notes rather than the extent of the fiduciary issue or the provisions to make the currency "elastic," but such trifles did not intrude into the ponderous thinking of this evening's debate. Nor did the Secretary to the Treasury drop any hint that the Bank of England ten shilling and one pound notes will go any further than his own Department's tokens.

What Mr. A. M. Samuel did explain, with great earnestness and careful references to his notes (of the hand-written, not the monetary kind) is that the Government, by amalgamating the Treasury and the Bank of England circulation, are finally completing the return to the Gold Standard. The powers taken by the Exchequer when war broke out to issue and control the currency, have long been in abeyance, and this Bill formally gives back to the great institution which controls credit the legal responsibility for the note issue.

#### Mr. Snowden's Dilemma.

The Socialists, like all the other members who have not made a study of finance, found the subject difficult, and their ignorance resolved itself into a mood of hostility and absurd suspicion. The Government, they appeared to suspect, were engaged in an elaborate transaction to enrich the bankers at the expense of the working man, but the Secretary to the Treasury, in spite of disturbing interruption, stuck to his exposition creditably.

The Opposition consider that the Bank of England ought to be nationalised, with the rest of our institutions, and it amused the House to observe the practical Mr. Snowden's endeavours to satisfy the backbenchers while avoiding their nostrum like the plague.

Rejoicing in "a chance to discuss an abstruse and difficult problem," the ex-Chancellor criticised as too rigid the facilities for varying the £260,000,000 fiduciary issue, and urged that an inquiry into the policy and powers of the Bank of England ought to precede the change in national accountability now being made.

Sir L. Worthington-Evans is Secretary for War, but as a hobby he studies the vagaries of what one member picturesquely called the hard, red gold, and he is as sound on the question of sterling as a soldiering. Selected as the Minister to answer criticism, he had come down with a despatch box full of Socialist publications on finance as ammunition.

#### Turning the Tables.

Quoting from an I.L.P. Pamphlet in tones of cavernous resonance—Sir Laming's voice is the deepest in the House—and from other publications that sound like indictments, he adduced some delightful contrasts to Mr. Snowden's speech. He also dealt with Mr. Pethick-Lawrence, another of the Opposition economists, by turning against the Socialist a passage from one of his lectures. "He really must go to his own classes," admonished the Secretary for War with gleeful and tremendous sonority.

Sir E. Hillson Young, a former Financial Secretary, made a refreshingly clear speech on an obscure theme, and one of the directors of the Bank of England, Mr. E. C. Grenfell, remarked with dignity that his great institution would willingly suffer an inquiry after this necessary Bill was law.

One of the noticeable things about the debate has been the warm tributes paid to the Bank of England and its Governor from every side.

when in working order is 187½ tons, and they are the heaviest locomotives that have up to now been built in Europe.

#### Automatic Fuel Supply.

Apart from their ability to negotiate small curves without difficulty, the locomotives referred to are distinguished for another innovation. This is the system of automatic fuel supply which was for the first time applied in Europe in connexion with the two locomotives built for South Africa. The coal is automatically taken from the coal bunker, automatically broken up by the coal disintegrators and conveyed to the fire box by two elevators. By means of steam blowing engines it is uniformly distributed over the whole of the grate surface. All the stoker has to do is to attend to this installation. It may be assumed that it would be impossible for one stoker to supply the coal to the large grate surfaces of these locomotives in the customary way, i.e., by hand.

The entire length of the "articulated" locomotives is just over 85 ft, their maximum tractive power is about 16 tons, and the speed for which they are built is 50 miles.



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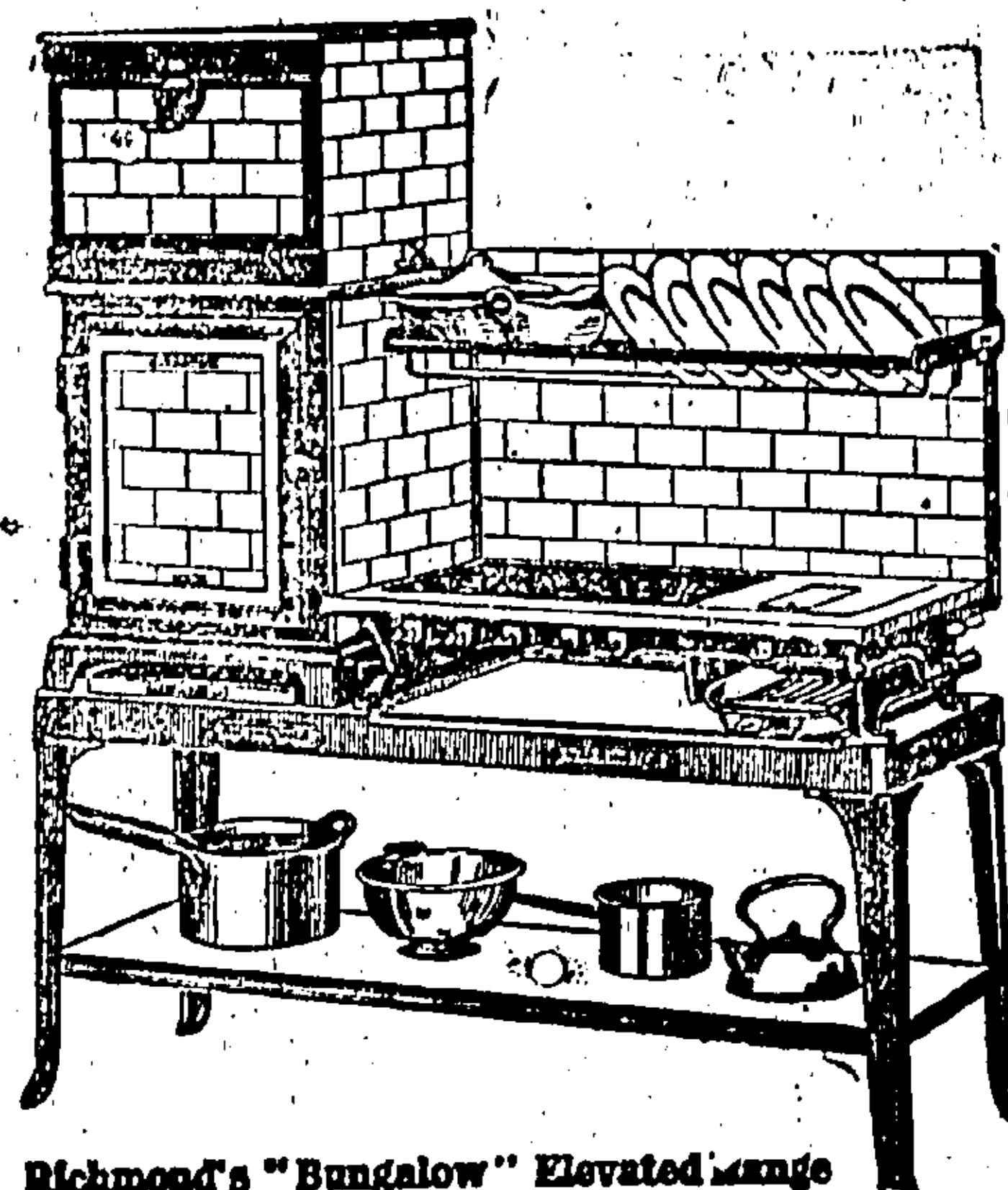
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Hongkong Telegraph.

SATURDAY, JUNE 16, 1928.

## THE RIGHT STAND.

Those who have closely followed the Prayer Book controversy will not be surprised that the House of Commons has again rejected the Measure. After the last rejection, certain changes were made with a view to removing what the Bishops considered to be misapprehensions and to make clearer and more explicit the intentions and limitations of the revised Book. Despite these, however, Parliament has refused its consent, and thus a Church crisis of the first magnitude has been created. In the course of Thursday's debate, Mr. Churchill doubted the competence of the House to form a final decision on spiritual matters, but we think that point was well disposed of by Sir William Joynton-Hicks when he showed that the forms of worship, doctrines and discipline of the Church had been settled by Act of Parliament and could not be altered except by its consent. The Church of England, being a State Church, must obviously submit to Parliamentary control.

It was revealed during the course of the Parliamentary debate that the main issue in dispute concerned the perpetual Reservation of the Sacrament. Indeed, had the Bishops been willing to abandon the provision on this point, there is little doubt that the Book would have been approved. The very fact that they were not prepared to do so only served to increase the suspicions of those who feared that the Revised Book was intended to mark a definite change in doctrine and that its acceptance would deal a blow at the Protestant character of the Church. The growing influence of Anglo-Catholics in the Church has been the cause of a great deal of heart-burning and bitterness in latter years, and the extent of that influence may be gauged by the statement made in Parliament that Reservation and Adoration are practised in nearly seven hundred churches to-day. There has been a widespread opinion that the Revised Book was designed, if not to legalise these practices, at any rate to make less difficult the position of the Bishops in dealing with the situation thus created. And we fear that there is some truth in this suggestion. As is well-known, under the existing Book of Common Prayer, the

consecrated elements at Holy Communion have to be consumed; by the amended Measure of last year, and also by the revised form of that Measure, they can be reserved for the Communion of the Sick. It is on this point that chief objection is taken to the amended Book by Protestant stalwarts, on the ground that Reservation must inevitably lead to Adoration. It is true that the amended Book contains the "Black Rubric," which specifically refutes the Roman Catholic doctrine of Transubstantiation, or the Real Presence, but it is worthy of note that whilst insisting on Perpetual Reservation, the Bishops' Conference responsible for the altered form of the Book declined to insert therein a simple statement of the doctrine of the Holy Communion.

This second rejection of the revised Prayer Book will no doubt be bitterly resented by the Anglo-Catholics. Some of them may "go over" to the Roman Church. But that cannot be helped. The prime necessity is the absolute preservation, without the least shadow of doubt, of the Protestant character of the Church of England. Approval of the Book would greatly hinder the long-desired union of all branches of the Protestant Churches in England; its rejection cannot be an affront to the Roman Catholic Church, whose Head has made it quite clear that there can never be any union with the Anglicans. Nothing short of absorption would satisfy Rome; and that, of course, is out of the question. If there are trying days ahead for the Church of England, we fear the blame must be shouldered by those of its leaders who have persisted in Prayer Book reform in the face of widespread opposition based on deep-seated conviction.

## A Bid For Recognition.

The Japanese Foreign Office quickly put in its true light the action of the Chinese Minister at Tokyo in running up the Nationalist flag at the Legation, when it intimated that permission to fly the emblem did not imply Japanese recognition of the Nanking Government. A similar move to force an issue has been made in Washington by Mr. Alfred Sze, and we shall be surprised if any different attitude is adopted at the present juncture. We all understand Nanking's desire for recognition, but it is well for the Nationalists first to put their house in order and to proceed with patience. Foreign Governments will, we believe, be guided by the advice of their Ministers at Peking, and sympathetic though the Diplomatic Body might be, it could not honestly be said to-day that Nanking has any real authority in Peking. At best, the city is in control of two quasi-Nationalists, who appear to have formed an alliance against Marshal Feng Yu-hsiang, who also purports to recognise Nanking's jurisdiction, while every pointer in the extremely complex political situation suggests Marshal Chiang Kai-shek's intention of withdrawing all his forces to Nanking. The Kuomintang officials are confessedly reluctant to consider the transfer of the Nationalist headquarters from Nanking to Peking, or, bluntly, desire to see how the land lies before definitely committing themselves. The Kwangsi Clique seems to be making a bid for power in the North, illustrated by Pei Chung-hsi's presence in Peking, and Marshal Li Chai-sum's declaration in support. And a still more significant feature of the political game during the last few days has been the appointment of Marshal Yen Hsi-shan's personal supporters to every important position in North China. This, briefly stated, is China's position to-day, and if it represents unity, we should prefer to refrain from contemplation of the situation in the event of discord. If the Nanking leaders exhibited less anxiety about recognition and more about earning it, we have no doubt they get there sooner in the long run.

## TWO TYPHOONS.

ONE IN CHINA SEA  
FILLING UP.

Typhoon notifications received by the American Consulate General in Hongkong from the Manila Observatory, dated 9 p.m. yesterday, show that the typhoon over the North China Sea is filling up. The typhoon in Long 131 and Lat. 24 is reported to be recurring north-eastwards.

## DAY BY DAY.

IT IS BETTER TO KEEP CHILDREN TO THEIR DUTY, BY A SENSE OF HONOUR AND BY KINDNESS, THAN BY FEAR AND PUNISHMENT.—Tertullian.

All Saint's Church, Ho Mun Tin, has been licensed for the celebration of marriages.

Tenders are being invited for school desks, etc., for the additional class-rooms now being erected at the Central British School, Kowloon.

The name of Mr. A. J. Goodman, Union Building, Bachelor of Dental Surgery of the University of Sydney, Australia, has been added to the Dental Register.

To the list of medical practitioners has been added the name of Dr. Douglas Laing, Bachelor of Medicine and Bachelor of Surgery of the University of Hongkong.

The Parisian revue artists, Eleanore Ninon and Leo Martin, bring their successful Hongkong season to a close to-night at the Queen's Theatre during the 9.20 p.m. performance.

Marshall Lebon, a French subject, who was recently committed to the House of Detention, is reported to the police as having absented himself from that institution since 4 p.m. yesterday.

By means of false pretences, a Chinese is alleged to have obtained from the manager of the Hang Cheung Shing Timber Yard, Wanchai, the sum of \$200. The police have since made an arrest.

His Excellency the Officer Administering the Government has appointed Mr. V. M. Grayburn to be a member of the Advisory Committee of the Hongkong Volunteer Defence Corps, vice Mr. H. G. Hegarty.

Observatory returns for May show that the average mean temperature was 77.4, the highest being 88.5 and the lowest 68.9. There were 133.9 hours of sunshine and 18.1 inches of rain, whilst the average humidity was 86.

A Chinese was found in an unconscious condition yesterday by the police on the Shaikwan Stanley Road and was removed to the Government Civil Hospital. The man was apparently suffering from the effects of alcohol.

A Chinese servant girl made a report to the police yesterday to the effect that while she was walking in Whitty Street, at about 12.30 p.m., a Chinese came up from behind her and snatched a handkerchief containing \$15 and a pawn ticket.

Tenders are being invited for the construction of the embankment to widen the southern portion of Castle Peak Road to a width of 60 ft. and the filling in to formation levels of certain areas at Cheung Sha Wan, together with any contingent works.

An amendment of the statutes of the Hongkong University lays down that Professors and Lecturers whose services are exclusively at the disposal of the University shall not, during the tenure of their appointment, engage in professional practice except in a consultative capacity and with the approval of the University Council.

According to a report made to the police by Mr. B. Pasco, of Messrs. Brewer and Co., a Chinese, giving his name as Sidney Woods, obtained from the shop magazines to the value of \$95, asking the shop to send for payment to a certain hotel, but when the shop called, he found that no person answering to the name given lived in the hotel.

Messrs. J. Walker & Sons, Ltd., Kilmarnoch, through their agents, Messrs. Caldwell, Macgregor & Co., Ltd., here, have presented to Lieut. MacDonald, R.E., a bottle of their world-famed Johnnie Walker whisky as a reward for holding out in one at the third hole at Fanning. Lieut. MacDonald has also received the well-known H.M. Bateman drawing depicting such a feat, duly signed by Messrs. J. Walker & Sons, Ltd., as a permanent record of his achievement.

The health bulletin of Eastern ports for the week ended Saturday last, issued by the Director of Medical and Sanitary Services, gives the following cases, the figures in parentheses indicating deaths: Plague, Tamatave (1), Daesein (12), Bombay (6), Hongkong (2), Colombo (2), Chokora (2), Madras (6), Vizagapatnam (2), Bangkok (3), Saigon (5), Canton (1), Small-pox, Bombay (19), Madras (3), Moulmein (2), Hongkong (5), Vizagapatnam (4), Pondicherry (6), Shantung (1), Shanghai (2), Dairen (1), Mukden (1).

## LETTERS FROM HONGKONG.

9.—Scarcity of Gossip in the Indian Ocean.

There is no grass at Aden, nor even any scrub; nothing but bare, sandy rock. The buildings, mostly low, yellow bungalows with red, gently sloping roofs—occur on the lower rocks in a line along the edge of the sea. Behind rise reddish hills in tremendous craggy masses, scarred and empty, and with summits like the broken edges of many knives. A signal station is balanced precariously on the highest peak of all, with no visible means of approach. A fly might conceivably get there, but no human being.

The C's went on shore and had a satisfying wrangle with a taxi-driver who refused to take them to the tanks for less than ten shillings. This, according to Mrs. C., who related the matter with much gusto at lunch afterwards, involved (a) a visit to the club for consultation with the secretary, (b) a telephone message to the police station, and (c) an actual visit from a policeman, who informed them that the proper fare was six shillings and took the name of the taxi-driver. They then had their drive and arrived back only a little after the hour fixed for passengers to return to the boat, the taxi-driver appearing in no way put out by the course of events. Moreover, another lady was even later still, and was called subsequently to interview the Captain, who asked her what she meant by keeping the ship waiting—a question manifestly impossible to answer. Altogether a very satisfactory day.

Somewhat the thrill of travelling east and east and yet further east is wearing off a little. We all feel the lack of something, but scarcely any of us know what. With Mrs. C., who is endowed with a frankness denied to some, it is subject matter for gossip. There is no-one on board about whom it is possible to get in the smallest degree excited. There is unfortunately no scandal at all. Even the minor successes of governesses and nurses, with our batch of young men, and in particular those of a Russian girl who apparently has boasted to the stewardess that she has been expatriated from all the countries in Europe, are by now only a memory. The Russian started the journey with a nurse and a serious-minded and rather assertive governess, both young, as cabin companions. The governess opened the war by explaining firmly the proper way to behave when travelling first-class, for instance: the matter of towels, for instance: no first-class passenger ever used a bath towel more than once, she said. This was a blow to the little nurse, who, after much agitated thought, left her towel in the bathroom, and being always together too nervous to mention it to the steward, had to do without a bath towel for the next three days.

For small reasons like this, the nurse, on the whole, was moderately neutral, and probably would have been quite so but for two drawbacks in the character of the Russian lady, who, by the way, apparently receives no wages, having undertaken the charge of a small boy in return for a free passage to Shanghai, perhaps under the impression that she is less likely to be expatriated from China than from anywhere else. Her drawbacks are (a) that she is constantly running down England and English folk, and (b) her ideas on hygiene and personal cleanliness differ in certain respects from those of her fellow-travellers. Eventually the position became so strained that when we discharged a large number of passengers at Aden, the nurse and governess were allowed to betake themselves to another part of the boat, leaving the Russian the sole occupant of a three-berth cabin, where she lives like a duchess and no doubt laughs at us all.

Our thirty young men fresh from college are also not quite so jovial as when we set out. For myself, there remains a certain lassitude. Possibly a long sea voyage is undermining our interior economy a little; possibly, in our circumscribed state we are

becoming too prone to muse on the inwardness of things, the curiosity of the proverbial cheerfulness of sailors, coupled with the well-known fact that the behaviour of the stomach has a very definite bearing on the outlook of the mind.

One of our young men is a bit of an evangelist in his way. He goes about the ship, asking people serious questions, hoping to convert them. To his room mate, "Are you for dinner, he said—'Have you found God?' "No," answered the other, somewhat carelessly, "but I wish God would and my collar stud."

A great number of people are getting off at Colombo, including most of our young men. Is it a fact that no young men ever get as far as Hongkong? I have been told that ships arriving there discharge nothing but white-haired quadragenarians, but whether because the young men all get off at Colombo, or because five weeks or more of the ocean wave deprives a man of so much vitality that the atmospheric and intellectual stimulus even of Hongkong fails to make it good, is a problem which has yet to be solved.

The H's will be the biggest loss. Mrs. H. has real charm, with her dark uncontrolled hair and soft voice, and her loving awe of her burly Irish husband. Before she left England, her hair was raven black. Acting on advice, she had a permanent wave, without mentioning it to H., who told us about the incident the other day. She came home, and he looked and said nothing. They had lunch; they spent the afternoon together; they had tea. All the time she was waiting to see if he would take notice. At dinner she said faintly, "How do you like my hair?" "I think it horrible," said H. Mrs. H. sat beside him while he told us, and occasionally looked round at him with her quiet, startled half-smile. Her hair has not been black since, but a dark brown.

The E's will also go. Here are the elements of a small tragedy. She is so very young, and yet of that well-knit appearance from which one expects efficiency. It is practically their honeymoon. While they are together they are generally as loving as a young couple should be. Then there are times when the young bride sits alone, for a long time, while her husband is not to be seen. He may be in the smoking room, perhaps playing chess, or watching someone else play; or he may just be having a drink. The night before last we were sitting in the lounge; Mrs. H. was telling fortunes with cards. At half past ten we rose to go to bed. And then it was that Mrs. E., all unaware, opened for a moment a first window of distress. She looked quickly at us with a little searching smile, and said with her slight French accent, "My husband never comes." There was a faint enquiry behind this little exclamation. It was as if she had said, "Is that right, or what do you do?" But there is no answer to that question. She went off downstairs with Mary and Mrs. H. happily enough.

The next day she was tired. She said she was used to going to bed early. Her husband had not come to bed till twelve o'clock, and she had lain awake, waiting for him, because, she said, if she slept first, he woke her and she could not sleep again.

It is raining; hot steady rain. Not such thick rain as there was in the night, when we steamed at half speed and blew our syren at two minute intervals through the muck, but good enough rain, coming straight down. It rattles on the cabin wind-scoops, it pours down the gutter pipes, it washes backwards and forwards in the scuppers, carrying odds and ends of papers and matches with it. It comes splashing down the deck, and it hisses loudly on the sea. But there is blue sky ahead. So long as it doesn't blow, we don't really mind how much it rains.

The name of Mr. Peter S. Wong, care of Messrs. Mustard & Co., Ltd., has been added to the register of chemists.

The Assistant Commissioner of St. John Ambulance Brigade begs to acknowledge the receipt of a donation of \$100 from the Hongkong Amusements, Limited.

The demonstration of the L'Imperator Fire Extinguisher which was to have taken place at the Central Fire Station yesterday afternoon at five o'clock was postponed. The demonstration will be held on June 18, at five o'clock.

It is advertised that the offices and stations of the Chinese Maritime Customs for Kowloon and District will be closed to public business on Friday, June 22.

The forthcoming wedding announced is of Mr. A. Munze, Master Mariner, c/o Messrs. Anderson and Ashe, Hongkong, to Miss M. Chan, 33 Des Voeux Road, Central.

The Changto left for Australia via Manila yesterday. Passengers on board included Mr. and Mrs. F. C. Hall, Mrs. F. B. Pitts, Mr. H. C. E. Way, Mr. C. B. Willshire and Mr. and Mrs. A. W. Carson.

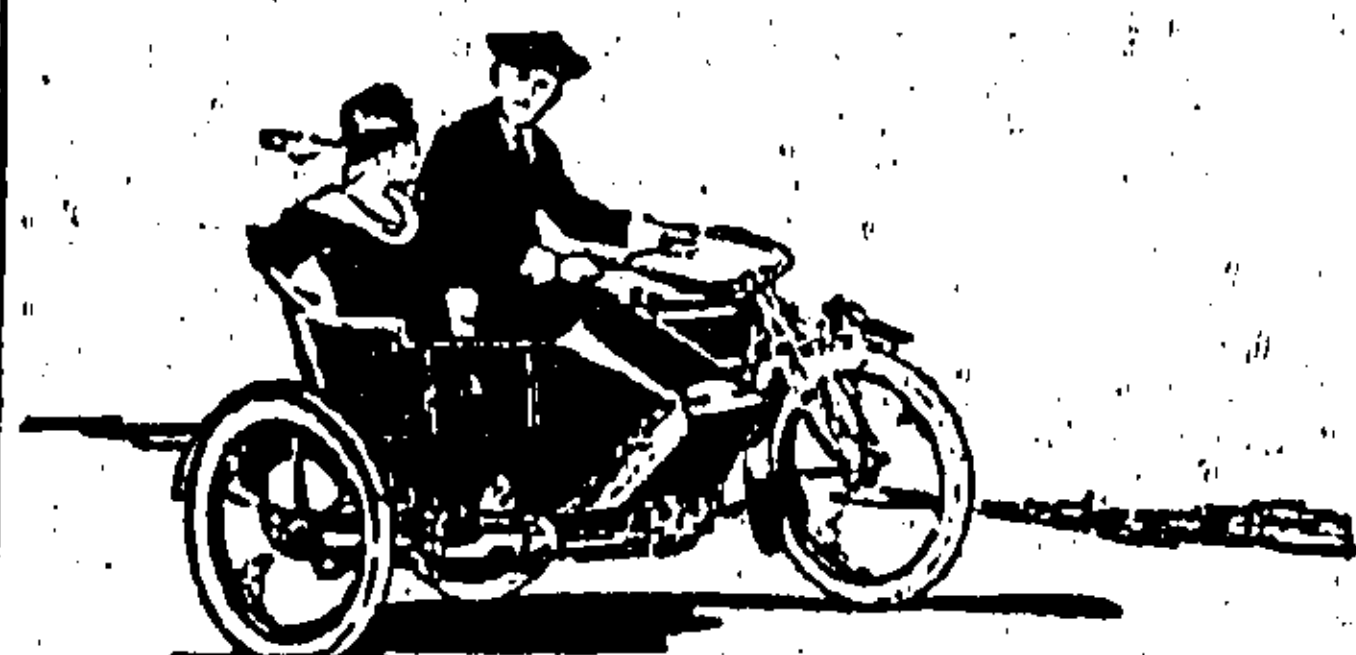
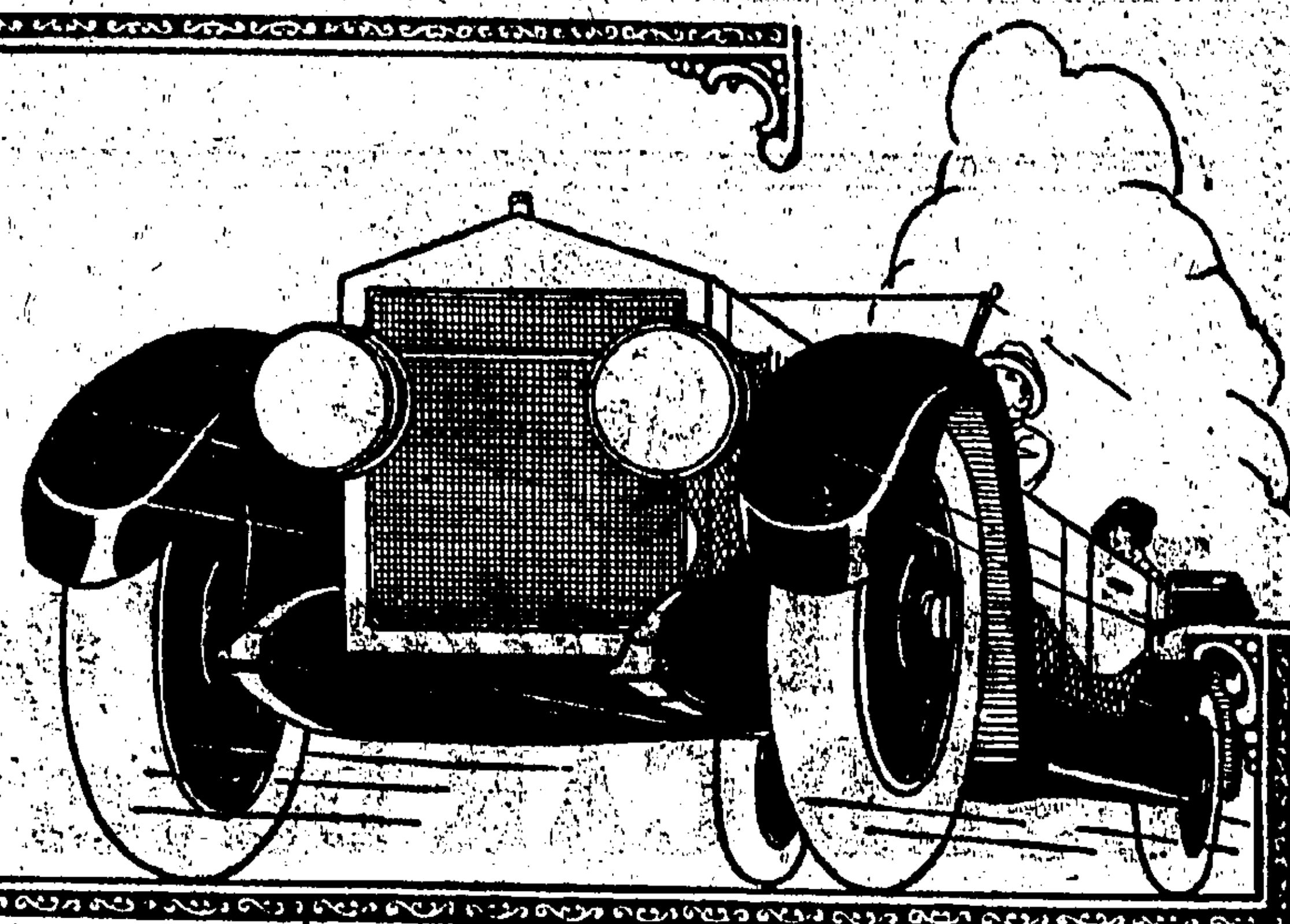


# MOTORIZING SUPPLEMENT

OF  
THE HONGKONG TELEGRAPH

SATURDAY 16th JUNE, 1928.

Being The Official Organ of  
THE HONGKONG AUTOMOBILE ASSOCIATION.



## CURRENT COMMENT

### "Honking" Nuisance.

Residents in Hongkong who complain of the excessive "honking" of motor horns will be interested to learn that the Municipal Board in Manila is endeavouring to pass a law to make all such unnecessary noises unlawful and subject to punishment by fine. A draft of the proposed Ordinance has been published in the Manila papers and it provides that no person shall blow an automobile horn or whistle when passing a public or private hospital (provided that such hospital is not on the intersection of two streets), and that no person shall blow unnecessarily an automobile horn or whistle while a vehicle is parked, or while it is in motion, shall produce unnecessarily a sound of loud, annoying or distressing character such as will tend to frighten pedestrians or animals. The objects are worthy of achievement and one can only wish the Manila authorities success in their endeavour to stop the "honking" nuisance. The other day a European, who ought to have known better, was driving a Cleveland car up Pedder Street, and although there was no traffic in his way he maintained an almost unbroken succession of three short blasts on his Klaxon. There was not the slightest need for this display, though it was obvious that he thought it funny and clever to make such "music." It was a clear case of the abuse of the proper function of a horn and one wished there had been a local law under which he could have proceeded against. Motorists owe a duty to their fellow residents in this respect and it is a pity that so many of them do not perform it.

### Another Danger Spot.

In connexion with our note last week on the dangerous spot near the Pumping Station, Pokfulam Road, it has been pointed out to us by a frequent user of Bonham Road that there is a much more dangerous spot than the one previously referred to, this being the sharp bend on Bonham Road just before reaching Western Street and King's College. The road is very narrow at this bend, is bounded on the south side by a high retaining wall which makes it a "blind" corner, and the only pavement is a narrow one on the north or harbour side. In the middle of this pavement, at intervals of about ten yards, are large trees which force pedestrians either to step off the pavement and across a wide gutter into the roadway or to go round the back of them at the risk of falling down a steep embankment. Between some of these trees there is stored a quantity of builders' materials such as bricks, iron and broken stones, so that pedestrians are forced to use the roadway. In the mornings, between eight and nine o'clock, when large numbers of pupils are going to St. Peter's Girl's School, St. Stephen's School, King's College and the University and when there is also much motor traffic citywards, this corner becomes one of the most hazardous in the Colony. The students are almost compelled to be in the roadway which, as stated above, is extremely narrow and on a blind corner. The suggestion is made that the trees on the one side and only pavement should be removed and that a police constable should be on duty during the hours students are going to and from their schools in order to instruct them to keep to the pavement. This would remove some of the danger, though nothing short of a really big widening scheme will give adequate improvement. We recommend the above suggestions to the consideration of the authorities.

### A Bad Road.

The condition of the road from Kowloon to Castle Peak is fast

become extremely uncomfortable to motorists. One readily understands that the road, from the point where it leaves Nathan Road until it reaches Lai-chikok, is only of a temporary character owing to the projected straightening scheme, and one is naturally tolerant of the many bad bumps and ridges met with. But from Lai-chikok onwards the road is in permanent position and it is in such a bumpy, uneven state that motoring along it is anything but the joy it should be. Especially at the edges of the road are there holes and depressions, but even when the crown of the road is followed it is impossible, even for the most considerate driver who keeps his eyes glued to the roadway, to pick out a bump-free course. On Sunday last there was one small gang at work about 12 miles out, patching a particularly bad section, but this is by no means an adequate attempt at betterment. The Government has "economized" on this road for some years past until now a considerable part of it needs entirely resurfacing. The blame for the present state does not rest on the P.W.D. for that Department is not endowed with any magical powers. Like everything else, the work of road repair and upkeep needs money and it is the neglect of the Government in regard to road maintenance which is to blame. Perhaps the Government is finding out that "economy" in road upkeep is a very costly policy, leading to the expenditure of large sums to put deteriorated roads back into reasonable condition.

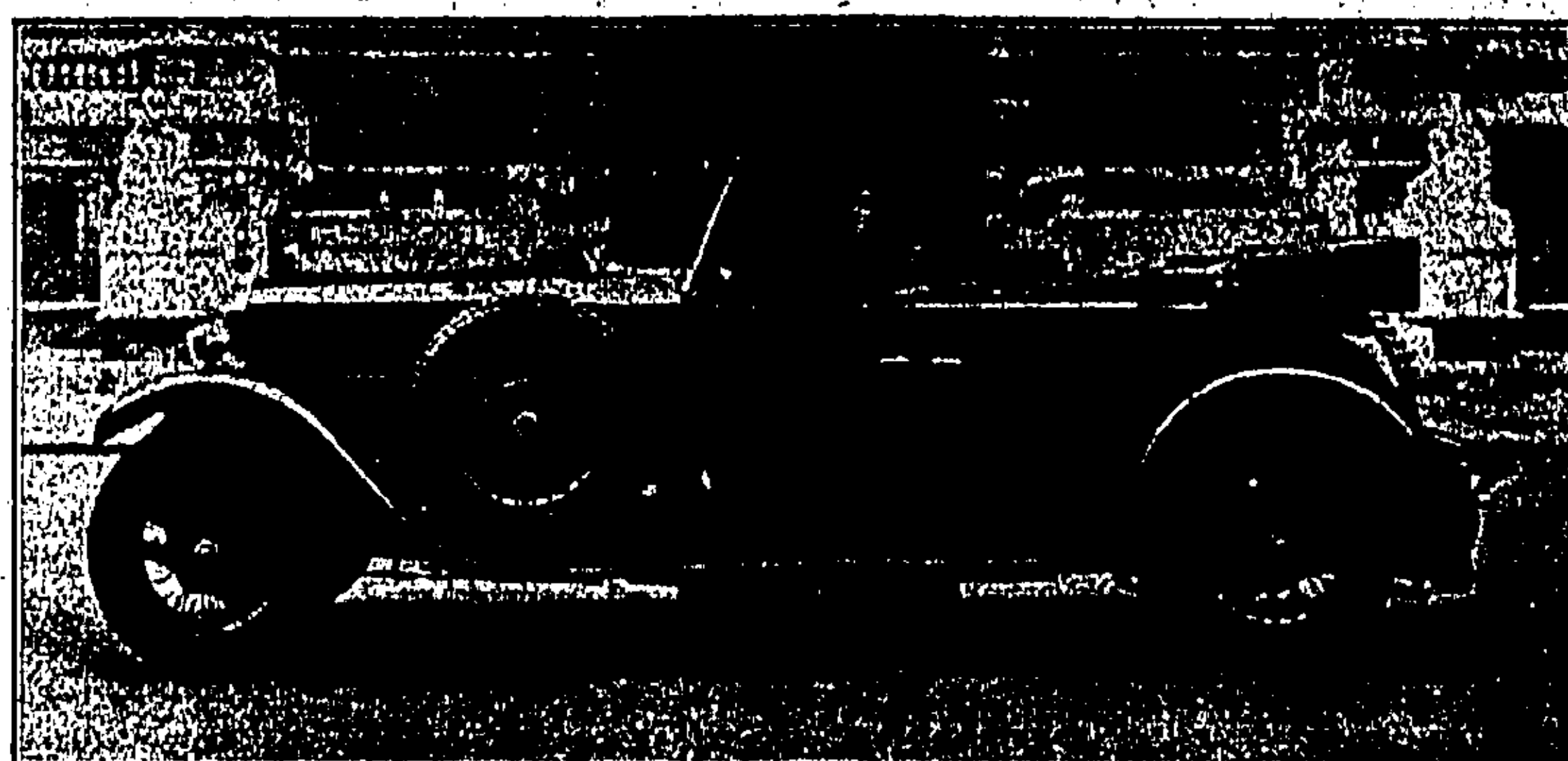
### City Bus Service.

A most important announcement has been made this week by the Hongkong Hotel Garage to the effect that the Hotel Company has been granted a franchise by the Government to run a service of passengers buses through the heart of the City from Causeway Bay to Whitty Street, Shek Tong Tsui. The line of route, from east to west, will be via Caroline Road, Leighton Hill Road, Morrison Hill Road, Morrison Gap Road, Queen's Road East, Queen's Road Central and Queen's Road West. The service will be for one class of passengers and the fare will be ten cents for any part of the route. It is proposed to commence with a 5-minute service which will be later accelerated to a 2½-minute, starting at 7.00 a.m. and finishing at 12 midnight. There is a possibility that the route will be linked up with the present Hotel bus services, and that monthly tickets will be issued which will be interchangeable on the City and University routes. For the City route, the Company is standardizing on Vulcan double-entrance 35-passenger buses. These buses are fitted with six-cylinder engines of 48 horse-power rating, the seating will be in pairs and all seats facing forward. The type of bus is similar to those in use for the Southport, Manchester and Blackpool Corporations. For the Repulse Bay route, three additional 30-passenger buses have been ordered similar to the models as used for the City route. For the University route, Vulcan 20-passenger single-entrance buses are to be used. These buses are also fitted with a six-cylinder engine developing 50 horse-power, and with a gear ratio of 7½ to 1, so there will be ample power to negotiate the gradients easily. All the above buses are of the low loading bus type chassis, fitted with Dewandre Vacuum Servo Brakes, and built to Scotland Yard requirements. The colour of these new buses will be orange and cream.

### Motor Thief Active.

That the type of individual who seizes opportunities to steal anything obtainable either from a

## MAGNIFICENT EXAMPLE OF BRITISH PRODUCTION.



Above is seen a 30 h.p. Double Six Daimler, fitted with "Hooper" Open Touring Body, which was exhibited at the Scottish Motor Show. The car is painted dark red and black, the bonnet tops and door tops are silver plated. The special "Hooper" side-curtain equipment is fitted and the driving seat is adjustable. The upholstery is of red natural grain leather and the fittings are in silver. Triplex glass is fitted to the windscreen.

### ABLAZE AT 80 M.P.H.

#### Car Catches Fire on the Brooklands Track.

In the Brooklands six-hours endurance race recently Mr. Frank Hallam's Lea Francis caught fire while travelling at 80 m.p.h. The driver and mechanic flung themselves clear just before the car shot up in a column of smoke and flame. Neither was hurt, but the car was wrecked. The outbreak was due to a leakage in the petrol tank.

motor car or cycle is still active, despite the police and A.A. precautions that were taken some months ago, is evidenced by a story which has come to our notice telling of the removal of the complete exhaust pipe from a motor cycle. The owner apparently left his machine at a place at Kowloon City for a day and, on returning, he discovered that the exhaust pipe was missing. This is a theft of a somewhat unusual character, as usually an exhaust pipe is by no means easy to remove from the average machine. The incident prompts us again to remind motorists generally that too much care cannot be taken to prevent thefts of this kind. The less chance there is of a thief being able to steal anything the less likely is he to make an attempt and if every motorist took the greatest possible care of his property these incidents would be few and far between. As it is, small losses repeatedly occur and until these carelessly-inclined owners wake up to the fact that they are themselves largely to blame such thefts will continue to be perpetrated.

### Police Changes.

At the beginning of the present month a change was effected in the staff of the police mechanical department when Sub-Inspector A. H. Mason was transferred to Kowloon to be responsible for public vehicles and lorries on the Peninsula and in the New Territories, while Crown Sergeant S. C. Saunders assumed charge of public vehicles and lorries in Hongkong. The former has been responsible for both Hongkong and Kowloon public vehicles and motor lorries since 1923 but the pressure of work, consequent on the increase in traffic, has resulted in a division which will ease the pressure, and, quite possibly, result in better supervision than would have been possible had it continued to be a one-man job. During 1922, Sergt. Saunders performed the duties of police mechanic and has been connected with the motor industry in all departments since 1912.

### SPECIAL COURT FOR MOTORISTS?

#### A Home Suggestion.

"Trivial motor-car offences should be dealt with by the Road Board so as to leave the police free for more serious matters." This novel suggestion was made by Mr. Sydney G. Edridge, of Croydon, chairman and founder of the National Association of Probation Officers, addressing their annual conference in London. "I think it is nothing less than a disgrace that our courts are crowded with motor-car summonses," he said. "In Croydon we have an average of about a hundred summonses a week on two days in one court and one day in another."

### Probation by P.C.'s.

"On application by myself a day or two ago for a summons on the very important matter of family questions, I was told that no summons could be issued until May 23." Mr. Edridge asked why a hundred policemen should hang about for an hour or two at the courts in many cases there were pleas of guilty—for the offence of no light fore or aft or too much mud on the number-plate. "Supposing," he said, "police constables, when they stopped any one committing offences of this kind drew their attention to it and obtained their undertaking to see that it did not occur again—put these drivers on a kind of police constable's probation."

"I daresay my experience is that of other courts: that the very vital questions, such as felonies and the domestic part of the work of the ordinary court, are sandwiched in at any time."

"Lights and speed and different things should be relegated to the Road Board. They are taking all the money; they are making millions."

### PINNED UNDER CAR.

#### A Motorist's Adventure.

As Esmond Hallam, eighteen, of Southfields, London, S.W., was trying to drive his car up a narrow track used only by pedestrians to Beachy Head at night the vehicle stuck in a deep rut. He tried to lift it by crawling under it, and succeeded, but was trapped and unable to get out. His cries attracted a man who managed to move the car and released him, but when the man released his hold, the car ran down the hill, overturned and was damaged. Hallam was unhurt.

### MOTOR INDUSTRY HANDICAP.

#### How Overseas Orders Are Lost.

Mr. Gilbert Vyle, the retiring President, at the annual meeting of the Association of British Chambers of Commerce recently, condemned high motor taxation, and declared that it handicapped the industry in this country in competing overseas.

The extension and simplification of the procedure regarding the Safeguarding of Industries were advocated in a resolution.

I cannot see (Mr. Vyle remarked) that this new petrol tax, in addition to the unnecessarily high motor vehicle licences, is in any way justified. The taxation per car licence in this country is £12 6s. 9d. as against £2 13s. 6d. in America. Further, the American motor-car is almost double the horse-power of the English car.

The Government's attitude to motor taxation; he continued, has done more to prohibit overseas trade in the motor industry than any other factor.

### Repudiated Debt Comedy.

Sir James Martin, on behalf of the London Chamber, proposed a resolution on the repudiated debts of the State of Mississippi.

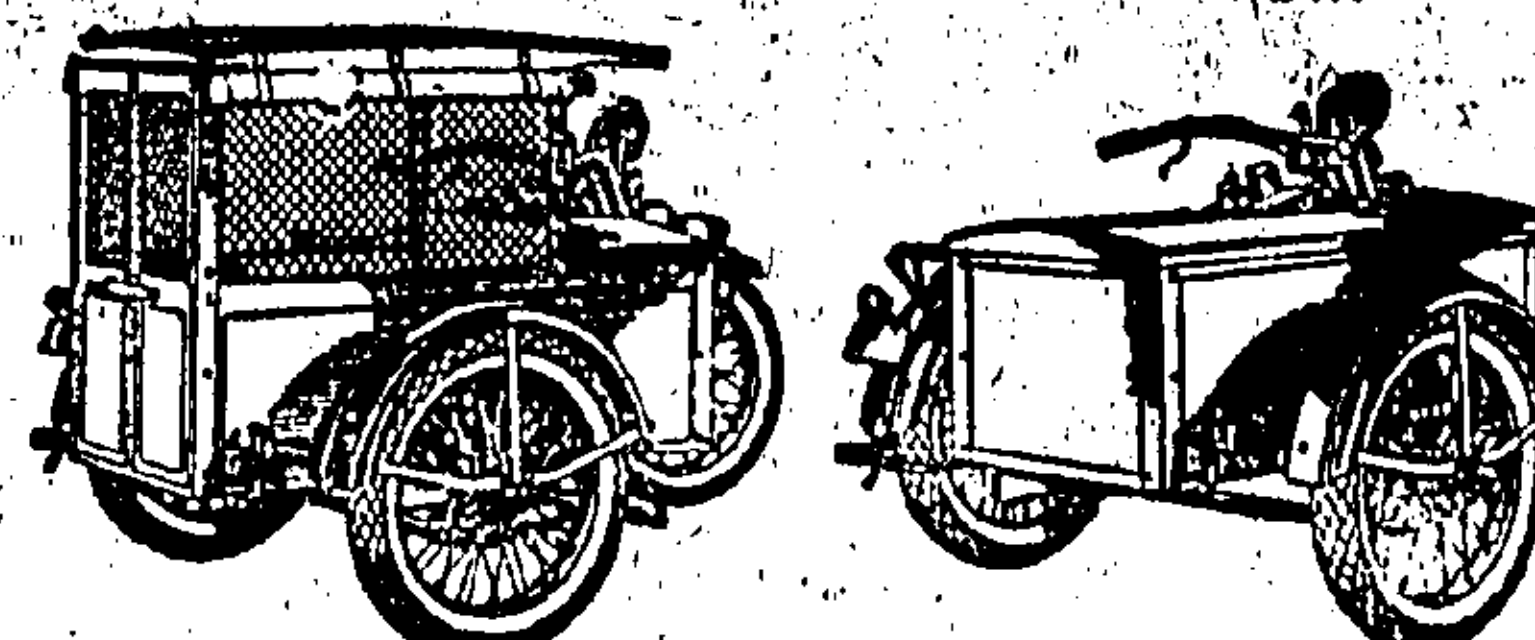
He gave an account of what happened to a similar resolution passed by the Association two years ago. "It was sent," he proceeded, "to the Foreign Office, and to my amazement Sir Austen Chamberlain returned it, stating that it would be undesirable for him to forward a copy to the United States Ambassador (Mr. Houghton), and that the resolution should be sent by the Association to Mr. Houghton."

The resolution was accordingly sent to the United States Ambassador, who replied: "Permit me to point out that, inasmuch as the Association of British Chambers of Commerce is a British organization representing British interests, the proper channel of communication to the United States Government would appear to be through the British Foreign Office, and his Majesty's Embassy at Washington. I would suggest that this course be followed."

"Mr. Houghton's action," added Sir James, was "perfectly correct." Sir Austen's action was "weak and inexplicable."

If the Foreign Secretary refused to forward the present resolution, Sir James concluded, an appeal for sympathetic consideration of the matter would be sent to the Chambers of Commerce of the United States.

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### NINE NEW RECORDS.

#### Made in One Day by Sunbeam.

Driving a two-litre Sunbeam Car at Brooklands on April 17th, Mr. Kaye Don set up eight British records and one International record. In the new record for the 'Five Kilometres, Mr. Kaye Don attained a speed of 118.08 miles per hour.

Two days previously the same driver obtained first place at Brooklands in the Lightning Long Handicap race, and third place in the 100 m.p.h. Short Handicap race.

This is a remarkable series of performances, the nine new records all being accomplished on one day. It is interesting to note that with a similar two-litre car the Sunbeam Company won the French Grand Prix in 1923, the only occasion on which this great international race has been won by a British car.

### BUSINESS!

A Gentleman from Japan recently came to England to learn the language and customs. He bought a Douglas in order that he might see the most of the country and visit the many historical places about which he had heard. One day he was coming back from the South Coast to London, and was trapped in a 10-mile limit at Patcham. He proceeded warily after this, but could not resist opening out through Sutton, where he again got trapped for the same offence.

A month later he had letters from the Magistrate's Clerk at each court. The Patcham magistrate had fined him 40s.; the Sutton Bench had fixed the fine at 20s. Requests for immediate payment were made. So he wrote to the Patcham Bench and said: "Honourable Lords, I have to thank you for your letter. I am sorry I am unable to take advantage of your kind offer, but I have had a better quotation elsewhere." "The Car Rod."





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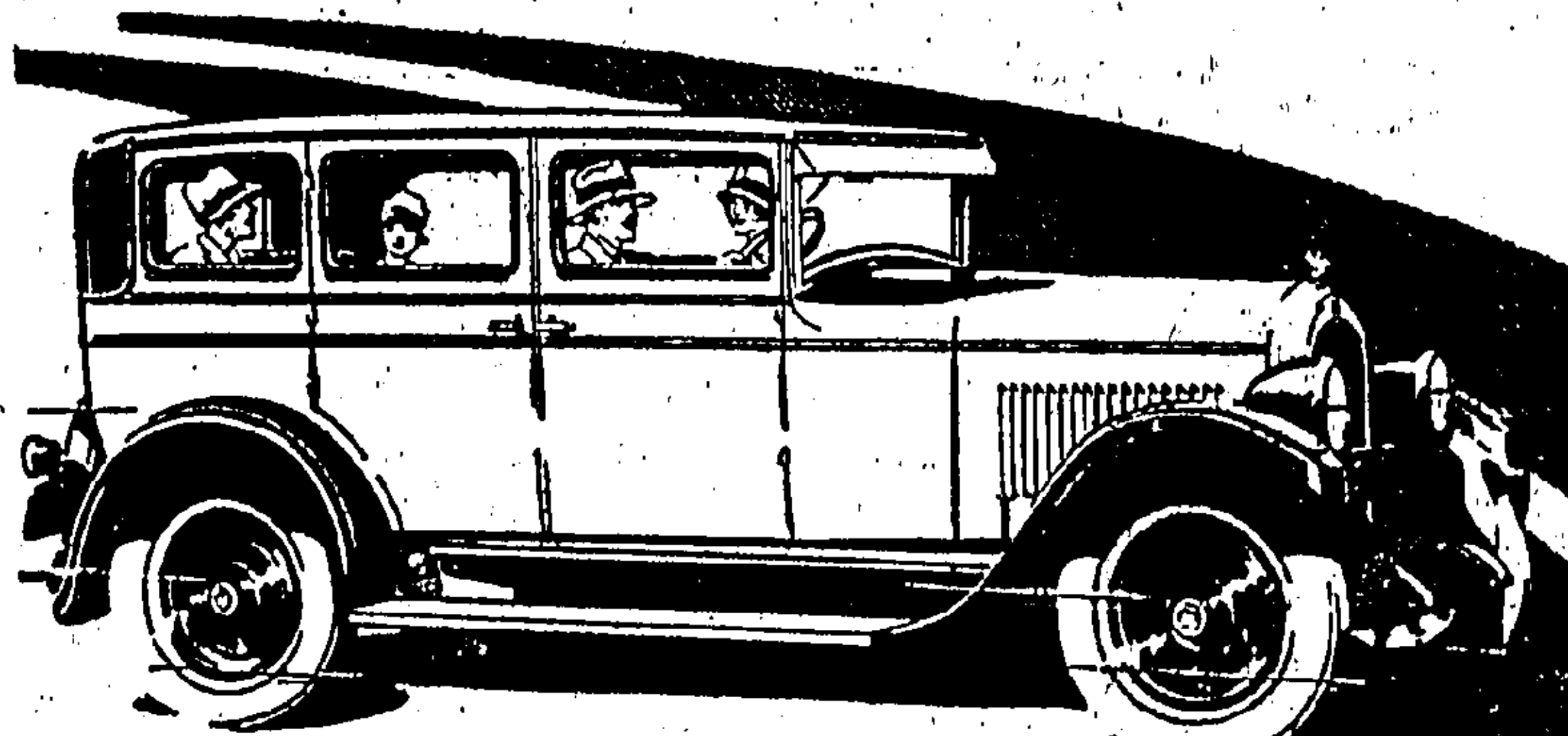
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## HEDGE ROSES AND CHARABANCS.

### The Motor Coach Invasion.

Honeyuckle, hedge-roses, spreading ancestral oaks, trailing larks over lush-green meadows—the picture of the typical English countryside has been the same for many a hundred years. But now Rural England is passing as quickly as Japanese Japan, and the fairer the view the larger the number of petrol pumps and bungalow bungalows, the greater the stream of motor traffic, says a Home writer.

The white and wandering English lane has been straightened. And widened. It has been coated with funeral black tar, and its corners have been made extremely safe and remarkably ugly. It is dotted with small, swift, evil-smelling cars, interspersed with huge charabancs and motor-coaches. It is not much more crowded than is an underground railway.

Take, for instance, the Isle of Wight, in pre-war days a Heaven of country sights and scents and sounds. To-day it is given over entirely to motor-coaches. One lands on sands blackened by refuse fuel-oil from passing steamers to find the old and narrow town streets filled with fleets of monster palpitating vehicles, surrounded by clouds of dust. Along the new black and shiny Island thoroughfares one hears at regular two-minute intervals the thunder of pursuing charabancs, and climbs into the thorny hedge for safety. The peaceful, flower-scented island of other days has vanished. It is now merely a Charabanc Round.

The plague commenced with the introduction of a fleet of "Star" charabancs some nine years ago. So profitable was the undertaking, so easy the method of drawing cash in bulk from the visitor, that, to-day, though the original ageless Stars still plough their way around the island, they now operate in the midst of a crowd of other motor-coaches. The blast of petrol has struck and destroyed.

Save for the remote districts of Scotland and Ireland, the same fell work of beauty-destruction has been carried out throughout the whole of the British Isles. It would, indeed, be a hardy poet who would to-day sing of the aspect of the British countryside without mentioning the charabanc and ram-shackle bungalow. His word picture would hardly be recognisable.

## LONDON TRAFFIC.

### Quarter of Population in Greater London.

Ten years ago, the Metropolitan Area of London actually contained a much larger residential population than is the case to-day. But, at the same time, one is faced by the contradictory fact that Greater London, with its miles and miles of unbroken suburbs, has of late grown so huge that it now actually contains one-quarter of the whole population of the British Isles.

Cheap and speedy transport is responsible for both of these new conditions. The Londoner of to-day lives in the healthier air of the suburbs, and not in the central areas, simply because he can now reach his business quarters in the centre of the City conveniently by means of the modern network of tubes, railways, buses and trams. Easy transport has permitted him to do so.

And this Londoner has come to London from the provinces because modern transport facilities have almost automatically and unknowingly concentrated in London the greater portion of the industrial life of the country, not only from the trading and marketing point of view but also from that of manufacturing. Sites for factories in Greater London are now actually at a premium, despite all stories of poor trade. The provincial manufacturer is "coming in."

Modern motor road transport has speeded up this London concentration to an extraordinary degree. Great retail and wholesale traders such as Selfridge's and Sainsbury's now distribute and collect goods daily over areas containing thousands of road-miles; the former firm using over eighty British Star vans and lorries, many of which are capable of carrying a load of 2½ tons at a speed of 50 miles per hour. The roads between London and the North are a mass of heavy motor lorries, both by night and by day. And as the volume of transport to and from London grows, so does London itself grow.

Again, the Londoner is not confined to London, nowadays. Upon a fine week-end this Londoner becomes a country dweller at a minimum cost by means of millions of motorcars and thousands of "Star

## NOISY MOTOR DRIVERS.

### Abuse of Electric Horns.

[By the Hon. Maynard Greville.]

There is no more controversial topic amongst motorists than that of the frequency with which the horn should be sounded. One school believes in keeping up a continual strident hooting, while another would treat this most necessary warning signal with the utmost respect and as if every time the button was pressed it was going to cost the driver a small fortune.

There is a happy medium in all things, but it is probably better to err on the side of excessive noise rather than to court disaster by giving insufficient warning at dangerous points. At the same time excessive horn-blowing can be very irritating, and I think the real solution is to have two horns on the car. There is far too much use at the present time of noisy electric horns at all times of the day and night, when a warning signal, giving a far smaller volume of sound, is really all that is required.

I think that the ideal arrangement consists of a large bulb horn with a low tone for use in London or other towns, and a really powerful electric horn for the open country, passing lorries, and for sudden emergencies. It is really quite unnecessary to keep sounding a tremendously powerful horn at full blast in the London streets, especially late at night and in the residential quarters. One has only to stand in, say, Harley-street or Wimpole-street, late at night, to find how tremendous and quite unnecessary is the din that can be made by one car. Both these streets are very dangerous, with their numerous cross-roads, but the volume of traffic is comparatively small, and a quite gentle hoot on a bulb horn can be distinctly heard for a sufficient distance for safety.

### A Life-Saver.

Some people would like to see the electric horn abolished, but as a matter of fact it is a most necessary instrument when properly used, and has saved many lives. The great advantage that it has over every other type of horn is its instant action. It can be brought into use far more quickly than any bulb horn, and it is this quality which makes it invaluable in an emergency.

Many cars, however, put their horn buttons in the most extraordinary positions from the point of view of accessibility. In some cases they are on the fascia board, necessitating a dive right under the wheel before they can be used. I think that the ideal method of horn operation is through a ring on the steering wheel, but buttons can be made to do quite well if they are placed far apart on the spokes of the wheel. A central button on the steering column is also good, but it has the disadvantage that the hand has to be taken off the rim of the wheel to sound the horn. I like to be able to press the button without moving my hand from the rim of the wheel, and to be able to sound a warning while turning a corner and changing gear at the same time.

### Selfishness.

Another form of horn-blowing fiend is the sort of person who declines to use door-bells, and sits in his car outside a house letting everybody in the street know that he is there. Half the noisy horn-blowing in London is pure selfishness, but, of course, not to blow one's horn at all is equally foolish. I think the best principle to work on is to sound the horn if you feel uneasy and uncomfortable by not doing so, but it is only necessary to use the loudest horns in the open country or under exceptional circumstances.

Another thing that is noticeable to a person who drives a lot of different types of cars is the greater safety of the noisier vehicles. Driving a quiet car one is apt to forget that other people cannot hear you, and allowance must be made for this, and the horn used more frequently. If, for instance, our London buses were absolutely silent, and all traffic noise was suppressed, I am quite certain that the number of accidents would increase enormously.

Flyers and other speedy motor coaches and charabancs, as a supplement to holiday railroads, travel. In fact, the Englishman may be said to be becoming a Londoner simply because it is profitable, pleasurable and possible to become an inhabitant of the greatest city in the world.

The coming of intensive passenger air-traffic will apparently give a further fillip to the growth of London, as will the possibilities of electric power distribution from a given centre. The end to London's growth is not yet

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Nam Hing Motor Bus Co. ....	2—Type 25 16 pas. Buses
Nam Hing Motor Bus Co. ....	1—One ton 12 pas. Bus
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Lorry complete with Cab and drop sides	255
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General Utility Vehicle complete	325
Standard Van complete with Cab	335
De Luxe Van complete with Cab	350
Bakers Van complete with Cab	370
Furniture Van complete with Cab	370
Ambulance Type A complete	430
Rever Van complete	450
Colonial Ambulance complete	485
Charabanc for 14 passengers	510
Hotel Bus Type T1	515
Bus De Luxe	570
Special Saloon Bus Type D3	575

## 30 CWT. MORRIS 15.9 H.P. 11' 6" W.B.

Chassis 25 with 32" x 4½" tyres, dual rear, F.W.B.	£320
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Type 25 Standard Lorry complete with Cab	390
Type 26 Standard Lorry complete with Cab	420
Type 25 Charabanc for 18 passengers	620
Type 26 Charabanc for 18 passengers	650
Type 25 Special Saloon Bus	670
Type 26 Special Saloon Bus	700

## 30 CWT. 6-WHEELER 15.9 H.P. 11' 8" W.B.

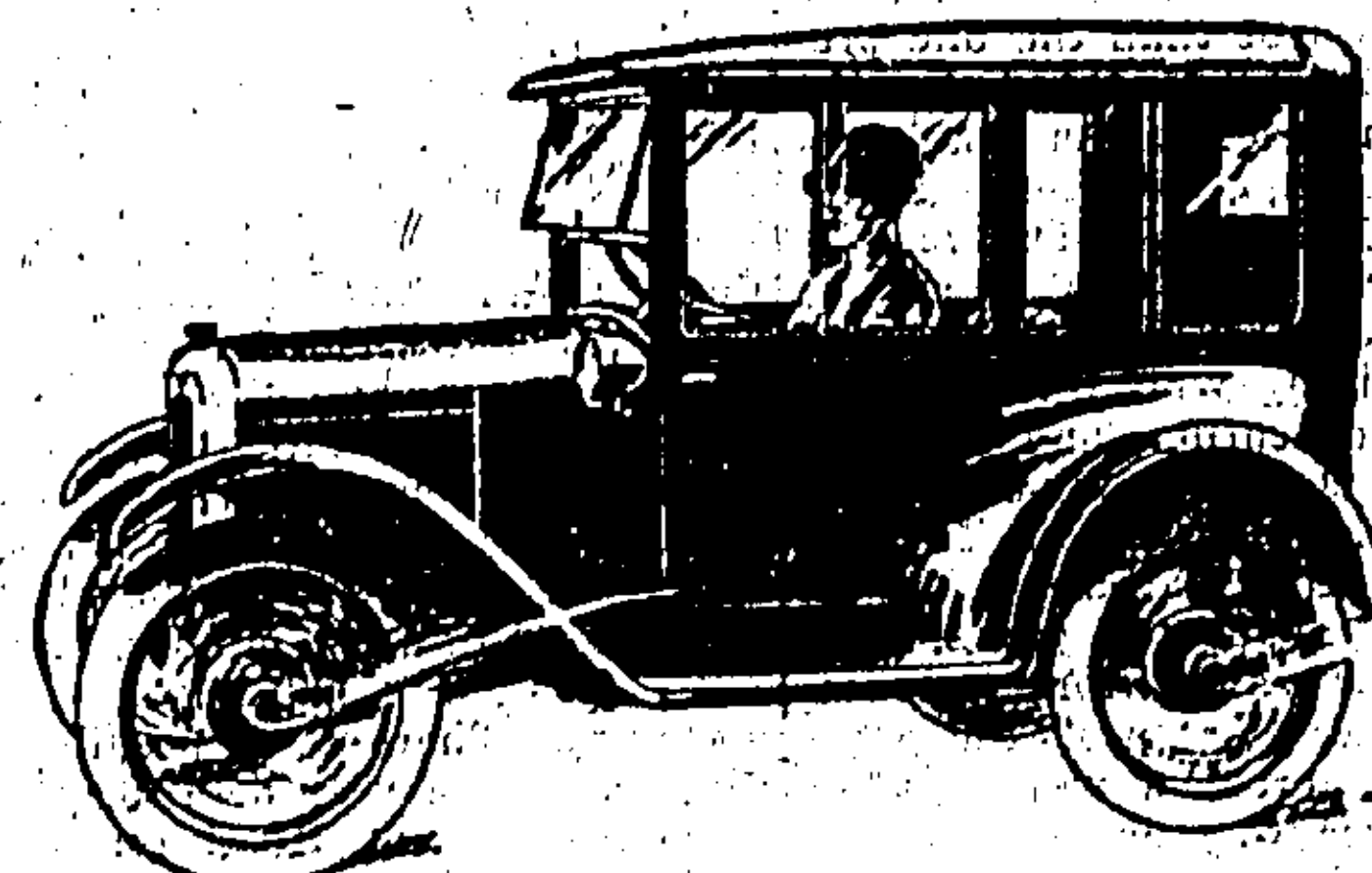
Chassis only equipped with 32" x 4½" tyres	£335
Chassis with War Dept. type Body	625

## 2 TON 6-WHEELER 15.9 H.P. 12' W.B.

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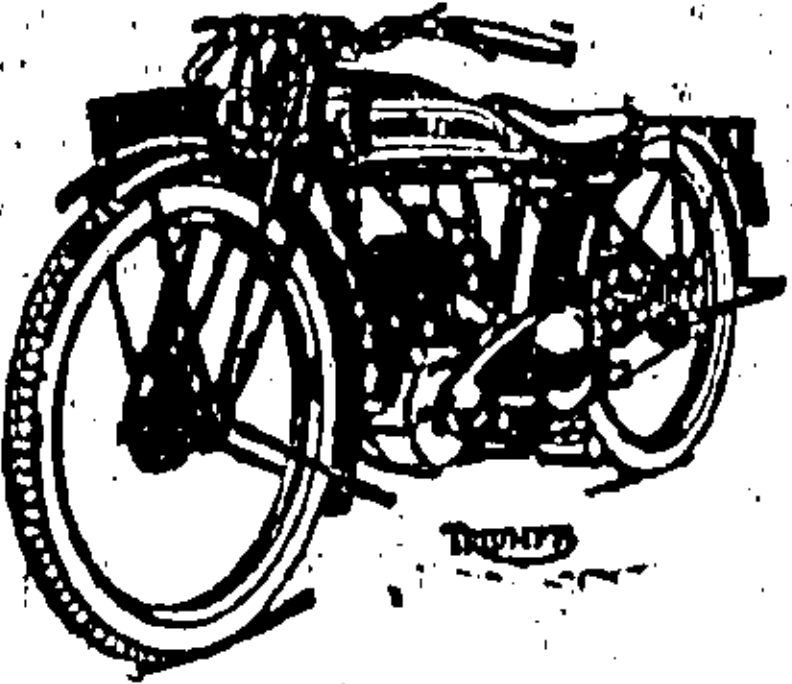
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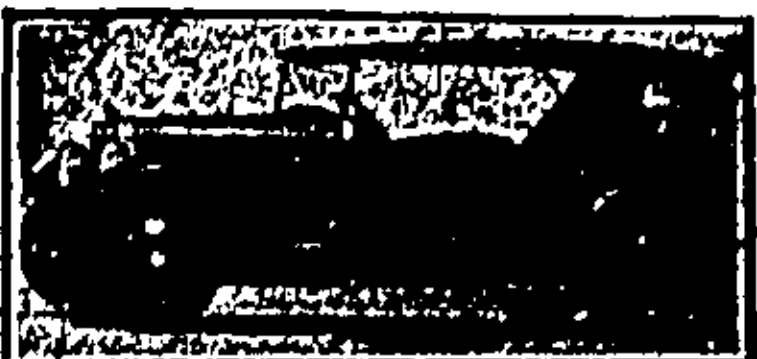
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pump.

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Tourer ..... G\$1150.  
Nash Advanced-Six 7 seater  
Tourer ..... G\$1650.

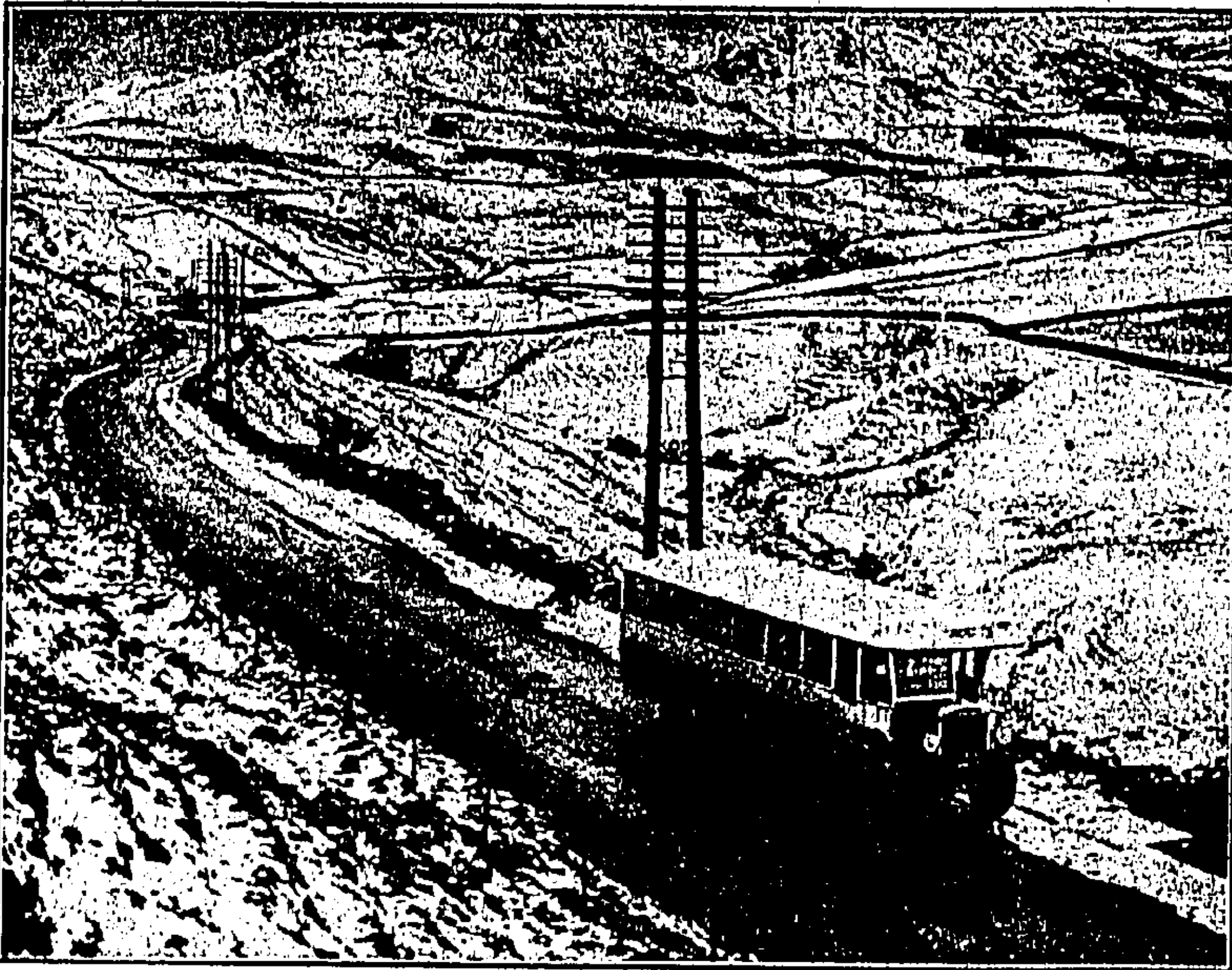
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## REMARKABLE RELIABILITY TEST.

1,830 Miles Round Great Britain.



The above photograph shows a 33-seater Associated Daimler bus climbing the famous Ship (Westmoreland) Gradient, which is 1 in 8 and 16 miles long, during a 1,830 mile reliability test round Great Britain. The run was successful in every respect.

A successful all-round tour of Great Britain has just been completed by an Associated Daimler 33-seater singledeck omnibus, fitted with the A.D.C. 35/50 h.p. poppet valve engine. The vehicle was loaded with the equivalent weight of about 37 passengers, and the object of the test was to prove the all-round efficiency and reliability of this type of vehicle to stand up to any test likely to be experienced under severe service conditions.

The notorious Porlock, Countisbury and Parroccombe hills, in the West Country were climbed in excellent style, and two standing

starts were made on a gradient of 1 in 4 with wet and very bad road surface. The long tedious climb of Ship to Westmoreland was accomplished with ease, at an average speed of 26 miles per hour for the entire length of the gradient. In Scotland, between Pitlochry and Inverness, extremely rough and difficult roads were experienced; snow drifts in some places almost took the steering out of the driver's hands. The complete route was covered in six days, the total running time being 61 hours 55 minutes; 226 gallons of petrol were used for the complete journey, consumption averaging 8.1 miles per gallon. Oil consumption 2½ gallons, equalling 782 miles per gallon, and approximately ½ gallon of water was added to the radiator each day.

At no points on the hilly sections was overheating experienced, and only two 15 minute delays were experienced, due to minor mechanical

accessory troubles. One was due to a nut working loose on the Autovac suction pipe to induction, and the second stop was caused by the carburettor toggle pins coming adrift. The omnibus stood up to the severe strains it was subjected to in an excellent manner. Total weight of the body was 1 ton 16 cwt., ballast in sandbags plus an average of ten passengers per day was carried, amounting to 2 tons 6 cwt. The total weight carried, therefore, was equal to about 43 passengers, or an overload of 10 passengers. The chassis weighed 2 tons 17 cwt., so that the total weight carried throughout the tour was 6 tons 13 cwt.

This gruelling test, organised by the Associated Daimler Co., of Southall, Middlesex, England, marks a great event in the Commercial Motor Industry, and again proves the worth of Associated Daimler vehicles.

## PNEUMATIC TYRES.

### Saving on Road Maintenance.

The low and medium pressure types of balloon tyre are now almost universally adopted by motor car manufacturers throughout the world. Important as this development may be to private road transport in affording more comfortable and less expensive conveyance, its effect is far greater on commercial motor haulage at home and abroad.

Before pneumatic tyres and the rigid frame six-wheeler came into use for the conveyance of passengers and goods we were moving in a vicious circle. To withstand heavy depreciation, builders of business chassis increased the weight of machines to meet the growing demand for greater load capacity. The heavier the vehicles became, the greater was the damage to road surfaces and foundations, and also—a point that is too often overlooked—to property adjoining the roads.

### The Required Solution.

The problem to be solved, therefore, was how to reduce road wear and tear and yet make vehicles sufficiently safe to ensure durability. The solution has been partly found in the air-filled tyre for the industrial motor; and it is to be hoped that it will not be long before the pneumatic tyre is used wherever possible for goods as well as for passenger traffic.

To-day, the use of the air-filled tyre on the lighter classes of goods vehicles and on those of modern design constructed to carry a considerable number of passengers is widespread, and there is a noticeable tendency towards its employment on the heavier models of machine. Progress is not, however, as quick in this direction as it should be. The initial cost or the cost of conversion, the lack of reliable data, and a certain number of early failures which proved extravagant, are factors which have made many transport employers hesitate to adopt the pneumatic tyre. Now, however, premature failure is comparatively rare, and it is being found in every practical life that with proper care and greater mileage can be got out of pneumatic tyres than are possible with the solid rubber tyre. Moreover, the advantages

of less wear and tear to chassis and body and to the goods carried, or of greater comfort to passengers, are often sufficient to turn the scale and to convert a service which is scarcely paying its way into a money-making concern.

### Pressure and Weight.

The question of pressure is of the greatest importance for success in the use of pneumatic tyres, and loading and weight distribution have also to be considered. The question of weight distribution is much more complicated for the commercial vehicle than for the private car, yet it is often overlooked by the owners of transport vehicles operated on solid tyres. Pneumatic tyres, to give reliability and durability, must be run with the inflation which is correct according to their design for the loads to be carried and the average speeds of operation. Overloading is the most certain way to produce extravagant and out-of-proportion maintenance charges, particularly when air-filled tyres are used. It will be seen, then, that unless a user is prepared to exercise more care with the pneumatic than he did with the solid tyre, the results will be unsatisfactory, and he will probably blame the tyres and revert to the old system. Results of this kind have, no doubt, been the obstacle to the wider use of the pneumatic tyre in commercial vehicles.

But it is road preservation that is the great argument for the adoption of the pneumatic tyre both at home and overseas. The solid tyre is, by engendering road hammer, the surest destroyer of road surface and foundation, and, by vibration, of adjoining house property; and nothing is more welcome than the development that is taking place in this country, not only in the high-pressure pneumatic tyre but also in the low-pressure tyre and that built with special section. And it is high time that the Government, in view of the somewhat natural deterrents to many commercial vehicle users, gave some encouragement to owners of vehicles with pneumatic tyres by reducing taxation on such vehicles, for the surest way to raising the general level of transport efficiency and of reducing the cost of road maintenance—both factors that will favourably affect the general cost of living—is the more extensive adoption of the air-filled tyre.

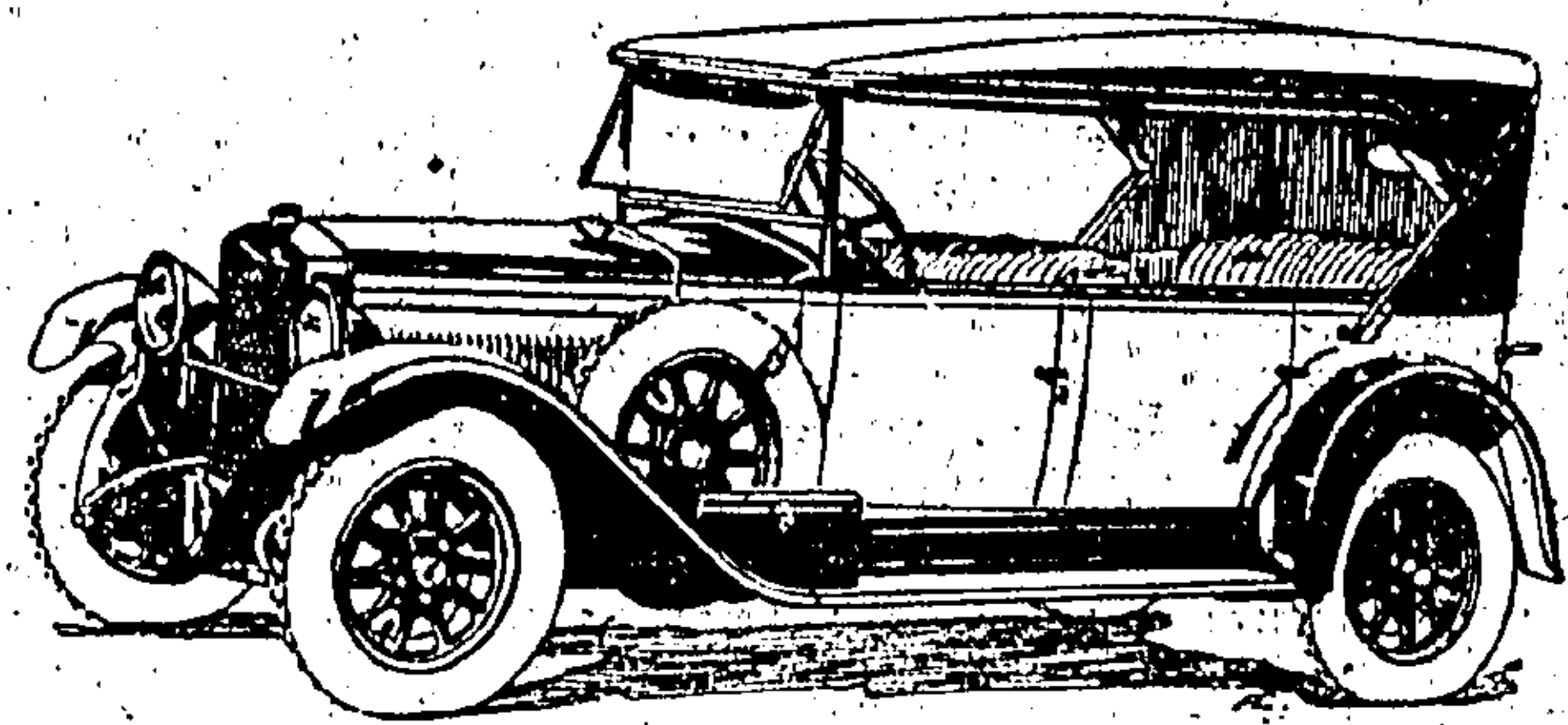
## KEEPING A CAR FIT.

### How to Use the Grease-gun and Oil-can.

Modern cars demand so little attention to lubrication that they seldom receive any at all. The owner finds that, providing he keeps the engine supplied with oil, the rest of the car can be left alone for indefinite periods without apparent ill-effect. To neglect a car in this way is a great mistake. Proper lubrication of every part of the chassis is most essential, otherwise undue wear is bound to take place. It is a good plan to go round every point with the grease-gun at least once a week, or, if the car is in constant use, every 250 miles. On the lubrication chart several of the greasers will be marked for treatment only once every 500 or 1,000 miles, but more frequent attention cannot do harm, and may be of advantage. The grease need not be used sparingly, except at points where any surplus might get through to the brake linings and impair their efficiency. With certain types of front-wheel brakes the steering-pin greasers have to be handled rather carefully because of this possibility. By giving them a little grease every week instead of bigger doses at odd times, you will avoid the chance of trouble. Before applying the gun, clean the mud off the greaser. Then make sure that the lubricant gets through properly. At certain points there is bound to be resistance, but if it is not easily overcome the greaser is probably choked with mud or dust. Try changing it with another one. It is a good policy to have a few spares handy, for a choked greaser is often difficult to clear. One or two points, hidden away in unusual positions, are easily overlooked. They should all be located from the instruction book. Every month, or after each 1,000 miles running, it is advisable to check the oil level in gearbox and back axle. Replenishment is only required at long intervals, but there is always a chance of leakage causing an unexpected shortage. Use nothing but the recommended grade of gear oil for making good any deficiency. At the same time go right round the car with an oil-can, paying particular attention to brake shackles, control joints and pedal shafts. Ordinary engine oil will serve quite well for general purposes. The bearings of the magneto, dynamo, and starter should be given one or two drops of fine machine oil.

# FIAT

Mod 520



THE FINEST CAR  
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## HONGKONG DELIVERED PRICES.

### SERIES A. B. "NATIONAL"

R.A.C. Horse Power Rating 21.7		Brake Horse Power 35 at 2200 Revolutions	
PISTON Displacement	170.9 Cu. In.	Wheelbase 107 inches	PACKING
	NETT WEIGHT	F.O.B. FACT: NETT	SHIPMENT NETT CASH DELIVERY HONGKONG
* CHASSIS 1 TON	1765 lb.	G\$375	G\$21
* ROADSTER 2 Passenger	2100 "	495	56
* TOURER 5 Passenger	2160 "	495	56
* COACH 5 Passenger	2430 "	585	45
* COUPE 2 Passenger	2308 "	595	45
* CABRIOLET 4 Passenger	2340 "	665	45
* SEDAN 5 Passenger	2505 "	675	45
* LANDAU 5 Passenger	2475 "	715	45

- \* Hongkong Price includes spare rim Tire & Tube, Right Hand Drive.
- \* Hongkong Price includes spare rim Tire & Tube, Bumper, Bulb Horn, Drab Deck Top, Right Hand Drive.
- \* Hongkong Price includes spare rim Tire & Tube, Bumper, Bulb Horn, Right Hand Drive.

### SERIES L. O. "CAPITOL"

R.A.C. Horse Power Rating 21.7		Brake Horse Power 35 at 2200 Revolutions	
Piston Displacement	170.9 Cu. In.	Wheelbase 124 inches	
Chassis 1 Ton nett weight	2130 lbs.	G\$495	G\$40
Chassis 1 Ton with Cab weight	2500 lbs.	610	40

Hongkong Price includes spare rim, Tire and Tube and 4 fenders.

THE HONG KONG HOTEL GARAGE

25 Queen's Road Central

Tel. Central 4769.





# Studebaker

## HONGKONG DELIVERED PRICES.

### ERSKINE SIX

N.A.C.C. Horse Power Rating 18.15	Brake H.P. 43 at 3000 Revolutions.
Piston Displacement 160.37 Cu. In.	Wheel Base 107 inches. Speed 62 M.P.H.
Tourer ... 5 passenger ...	Nett Weight 2292 lbs. ... G\$1,150
Club Sedan ... 5 passenger ...	2437 " ... 1,150
Roadster ... 4 passenger ...	2297 " ... 1,200
Cabriolet ... 2 passenger ...	2322 " ... 1,200
Sedan Royal ... 5 passenger ...	2337 " ... 1,250

All prices include Wire Wheels, Leather Upholstery, Front and Rear Bumpers, Extra Tire and Tube, Extra Bulb Horn, Shock Absorbers.

### DIRECTOR SIX

N.A.C.C. Horse Power Rating 27.34	Brake H.P. 70 at 3000 Revolutions.
Piston Displacement 241.6 Cu. In.	Wheel Base 113 inches. Speed 65 M.P.H.
Tourer Royal ... 5 passenger ...	Nett Weight 3070 lbs. ... G\$1,450
Roadster ... 4 passenger ...	3030 " ... 1,500
Tourer Royal ... 7 passenger ...	3080 " ... 1,550
Club Sedan ... 5 passenger ...	3155 " ... 1,600
Sedan Royal ... 5 passenger ...	3225 " ... 1,700

All prices include 6 Wire Wheels, Leather Upholstery, Front and Rear Bumpers, Extra Tire and Tube, Extra Bulb Horn, Shock Absorbers.

### COMMANDER SIX

N.A.C.C. Horse Power Rating 36.04	Brake H.P. 85 at 3000 Revolutions.
Piston Displacement 353.8 Cu. In.	Wheel Base 120 inches. Speed 68 M.P.H.
Roadster Royal ... 4 passenger ...	Nett Weight 3318 lbs. ... G\$1,900
Club Sedan ... 5 passenger ...	3453 " ... 1,950
Cabriolet Royal ... 4 passenger ...	3498 " ... 2,000
Sedan Royal ... 5 passenger ...	3580 " ... 2,000

All Prices include 6 Wire Wheels, Leather Upholstery, Front and Rear Bumpers, Extra Tire and Tube, Extra Bulb Horn, Shock Absorbers.

### PRESIDENT EIGHT.

N.A.C.C. Horse Power Rating 36.45	Brake H.P. 100 at 3000 Revolutions.
Piston Displacement 313 Cu. In.	Wheel Base 131 inches. Speed 60 M.P.H.
Tourer State ... 7 passenger ...	Nett Weight 3760 lbs. ... G\$2,500
Sedan State ... 7 passenger ...	4036 " ... 2,650
Berline State ... 7 passenger ...	4065 " ... 2,700
Limousine State ... 7 passenger ...	4096 " ... 2,900

All prices include 6 Wire Wheels, Choice of Upholstery, Front and Rear Bumpers, Extra Tires and Tubes, Extra Bulb Horn, Shock Absorbers, Luggage Grid.

THE HONG KONG HOTEL GARAGE  
25 Queen's Road Central Tel. Central 4759.

### SIDE-VALVE OR O.H.V.?

Which type of four-stroke engine is the more popular—side-valve or overhead valve? A few years ago there were about ten side-valves to every one overhead valve. Nowadays, however, O.H.V.'s are becoming exceedingly popular and there are indications that before long they will out-number side-valves on the road. A proof of this may be found in the Ariel production

### TYRE EXPORTS GAIN.

Tyre exports from the United States to Poland in 1927 increased nearly 600 per cent. over those of the preceding year.

figures. Last year the output consisted of 55 per cent. side-valves and 45 O.H.V.'s. Today the O.H.V. percentage is 60 and the side-valve 40. And next year?

## THE IMPULSIVE DRIVER.

### Ways of Cultivating the "Road-sense."

Women drivers have the reputation of being ... shall we say, a little impulsive?

Frequently I have noticed that when a man is disturbed by the somewhat erratic behaviour of a car ahead of him he will immediately jump to the conclusion that it is being driven by a woman. Therefore, I rejoice exceedingly when the driver happens to be a man.

After prolonged and careful observation of motoring tactics in England, Scotland, and Wales, reluctantly, I have come to the conclusion that although women may drive as skillfully, they are not so careful, as men. Perhaps one reason for this is that women talk and men are usually silent when driving.

Or it may be lack of concentration, and the dangerous habit, so easy to acquire, of driving "mechanically," and thinking all the time of other things. But on behalf of my sister motorists, I feel bound to protest at the halfheartedness of criticism which perpetually descends upon our innocent heads. It would be more effective if this were directed at the fearless young men who drive tradesmen's vans.

The definition of that "road sense" about which we hear so much in a matter of concentration, good judgment, unselfishness and patience, all of which are necessary if accidents are to be avoided.

And she should look upon a policeman as a friend instead of an enemy. After all, he is there to assist her in difficulties and she must learn to understand his signals (which may seem a little confusing at first), and always obey them. Also she must give her own signals clearly and unhesitatingly.

The all-important question of clothes for the woman driver must be taken into consideration. For a long journey there is nothing more uncomfortable than a coat and skirt, unless it be an ancient and loose-fitting tweed.

The smart and beautifully cut coat which may be perfect for walking in Bond Street, becomes tight across the arms and shoulders when one has to manage a car for any length of time. For absolute freedom and comfort I would choose stockinette or a tweed skirt and woollen jumper and gloves, a size larger than those one usually wears.

It is, always advisable to keep an overall in the back of the car, as you never know when it may be necessary to come in contact with oil. It is not wise to wear a hat without a brim for more than a ten-mile journey, as there is no protection from sun and wind for one's eyes, and "goggles" or tinted spectacles are somewhat disfiguring.

## WHERE BRITAIN LEADS.

### Motor Cycles and Cycles.

The following official statistics of the British cycle and motor cycle trade tell their own story:

Cycles (Imports).	Cycles (Exports).
1925 ... 1,083 ... 7,198	1925 ... 276,828 ... 1,308,160
1926 ... 1,251 ... 5,921	1926 ... 280,051 ... 1,209,493
1927 ... 1,054 ... 4,422	1927 ... 283,268 ... 1,189,456

Parts \$	Motor Cycles (Imports).	Motor Cycles (Exports).
378,952	1925 ... 896 ... 37,074	1925 ... 46,842 ... 1,857,025
386,034	1926 ... 97 ... 4,147	1926 ... 48,121 ... 1,834,750
392,119	1927 ... 162 ... 6,710	1927 ... 52,085 ... 2,142,172

So far as export trade is concerned, competition from American manufacturers is still of great importance, but there is a greatly-increasing interest displayed in the manufacture of motor cycles in Germany and France, and public attention has been greatly attracted towards the use of this type of vehicle.

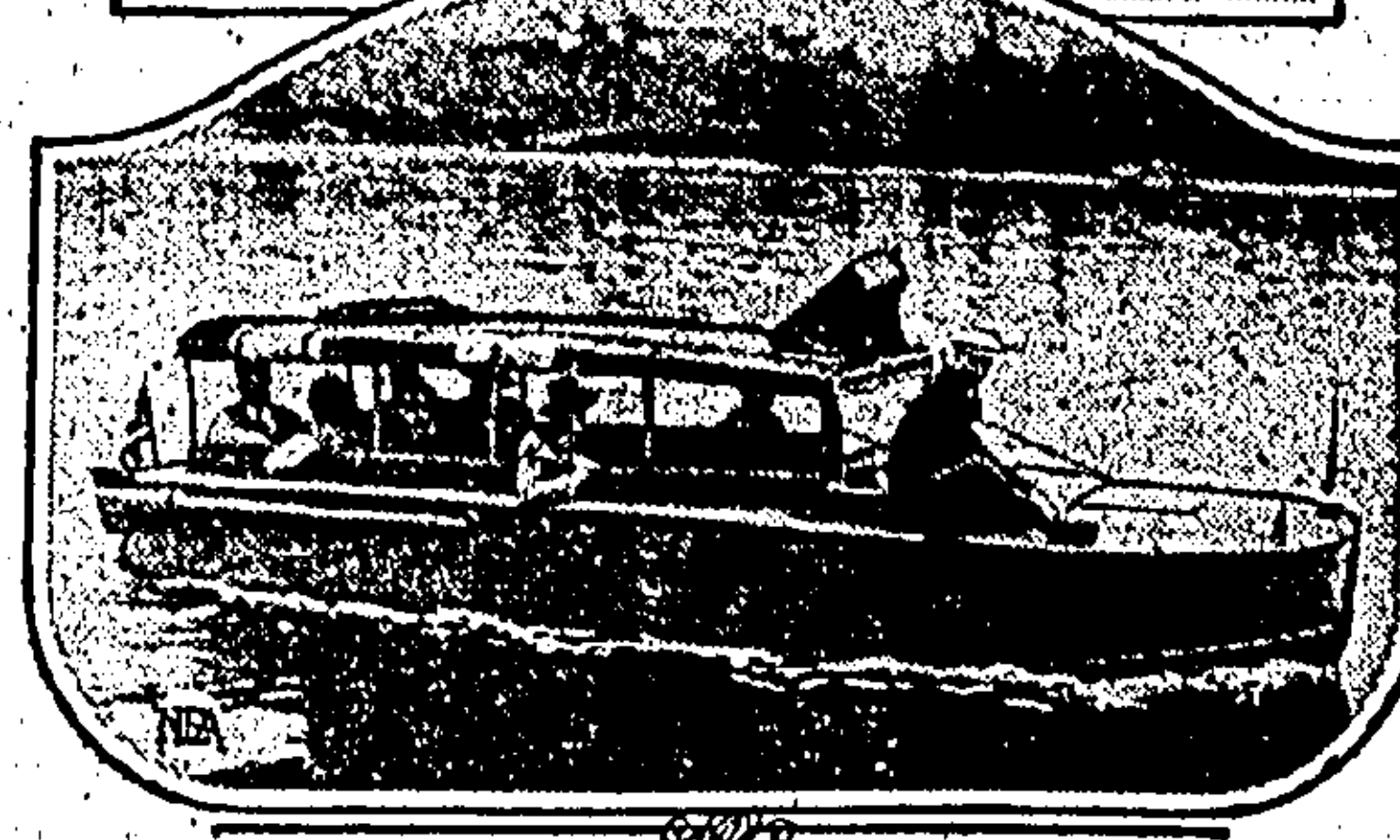
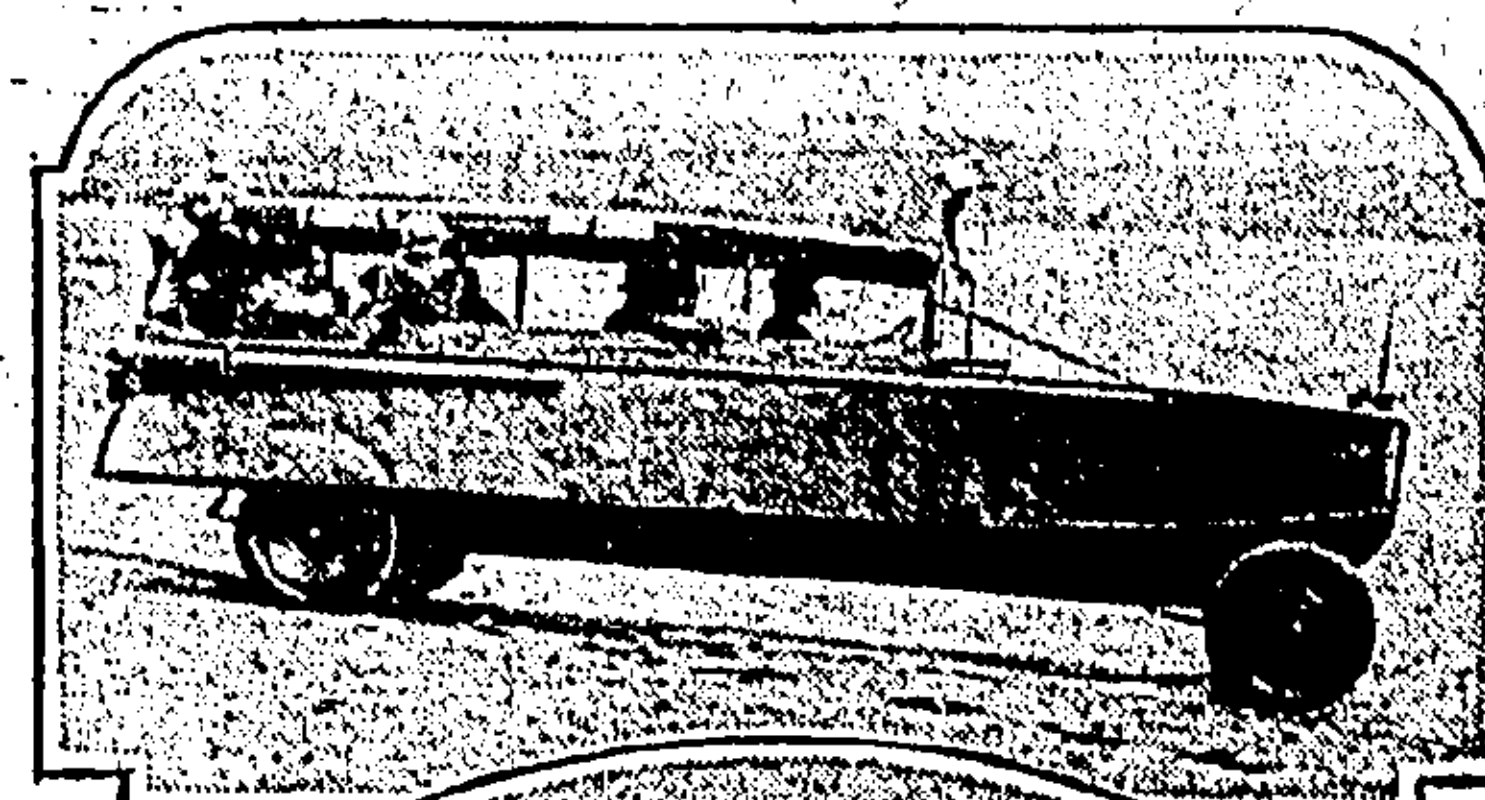
This fact is emphasised by the proposal to have separate exhibitions for cycles and motor cycles in the countries for 1928, and onwards, so that, closely following each other, will be exhibitions in London, Paris and Berlin.

A thin silk scarf round one's neck should be worn in summer and in winter. It prevents headaches caused by the sun on the back of the neck in summer and it keeps out those draughts which in the winter penetrate even the most closely buttoned up coat or fur collar.

As it is inconvenient for driving to wrap one's self up in a rug, a long drive in the winter makes the feet very cold. If woollen stockings are not approved of, fine cashmere or wool can be worn successfully under silk stockings. These "fining" stockings are sold in most London drapers' shops, and should be a pale pink shade.

These few notes naturally apply to the woman who drives an open car, and it is for her benefit especially that I write of small matters which personally I have found can make a world of difference between comfort and discomfort.

## DOWN TO THE SEA IN FLIVVERS.



Men go down to the sea in ships these days, and in automobiles, too, as this seashore of Dr. Thomas A. Jaggar's proves. Before leaving on a trip to study Alaskan volcanoes, Dr. Jaggar had this amphibian built for him at Seattle. All it needs now is wings.



## LENDING CARS TO FRIENDS.

### Light on Owner's Responsibilities.

[By Captain E. de Normandie.]

In the early days of motoring it was always considered inadvisable to lend a car to a friend. In those days the car required more skill to avoid undue wear and tear than nowadays and the average driver had not that degree of skill.

But the car of to-day is easier to handle, and many a person who is not in fact a good driver can get along without causing any material damage. With that fact as one of the reasons, the idea of loaning a car to a friend is now viewed with less suspicion, but the same owner should use discretion, quite apart from any confidence in the friend's driving ability.

Before lending your car, you should first of all know how you stand from the insurance viewpoint. Does your own policy cover the use of your car by someone else? If it does not, does any policy held by the friend give cover when driving your car? If the friend has full cover for driving your car, you are reasonably (but not necessarily completely) safe.

Then with a fresh supply of water, the cooling of the car for summer is cared off. The carburetor now may be adjusted for a leaner mixture, for there will be less difficulty in starting the engine and keeping it going. A quarter turn of the adjusting screw is all that is needed for this. This instruction book tells how this may be done for your particular car, but if you're not sure even then as to the proper way to turn, or the right screw to adjust, it would be better to run the car into a service station for that operation.

In the matter of spring cleaning, there's the important task of getting all the muck and grease off the chassis underneath the body, while the body itself is being washed. Then all joints should be greased, the oil should be changed in the crankcase, a heavier grease should be put into the transmission and parts that need oiling should be attended to.

The battery, too, should be filled with distilled water. And now, since the days are getting longer there's not so much of a drain on the battery's power. Therefore the generator may be adjusted for a slower rate of charging, in order to keep it from overcharging the battery.

The tyres need inflation to their proper pressure. Usually the front pair gets two or three pounds less pressure than the rear. But care should be taken that they should not be inflated to any higher pressure than that recommended by the manufacturer.

At the same time, the treads should be inspected carefully for cuts and other bruises. They should be filled with the rubber preparation sold by the various tyre companies. This would lengthen their life considerably. The spare tyre also should be inflated. It would be advisable to release all the air in this tyre, if it has not been in use for some time, and put in fresh air to the pressure of the rear tyres. Then, if the spare is needed to replace a front tyre, it is easy to let out some of the air to conform with the required pressure.

After the body has been cleaned, little cracks and nicks will be found here and there, especially at the joints, where the lacquer has been chipped off. Dab these places with some enamel before the moisture gets in and cracks off more of the lacquer finish.

These spots are found especially along the moulding and on the ends, at the bolts. A dab of black enamel at these spots will enhance the appearance of the car and will prevent further chipping of the finish.

## BRITISH MOTOR CYCLE SUCCESSES.

### A Fine Record in 1927.

It is quite clear that Continental motor cycle manufacturers have not yet drawn abreast of British design, as is evidenced by successes that have been accomplished by British motor cycles in 1927. Particulars of the chief of these are given below:

Austrian T. T. 250 c.c. First, second and third. 350 c.c. First, second and third.

500 c.c. First. Austrian Grand Prix. 250 c.c. First, second and third. 350 c.c. First, second and third.

Austrian 24-hour high-speed trial. First.

Belgian Grand Prix. 500 c.c. First, second. 350 c.c. First. 250 c.c. First, second.

Czechoslovakian T. T. First. Denmark-Jdak Grand Prix. Reliability Trial. Three first-class awards.

French Grand Prix. 500 c.c. First, second. 350 c.c. First. 250 c.c. First, second.

Lyons Grand Prix. 500 c.c. First. 350 c.c. First.

Germany—Grand Prix of Europe. 500 c.c. First, second and third. 350 c.c. First, second and third. 250 c.c. First.

Dutch T. T. 500 c.c. First, second and third. 175 c.c. First.

Hungarian T. T. First. Over 500 cc. First.

Italy—Grand Prix of Nations. First and second.

Italian T. T. 500 c.c. First. Barcelona—British machine set up new record for course.

Swedish T. T. 250 c.c. First, second and third. Swiss Grand Prix. 500 c.c. First, second and third. 350 c.c. First, second. 250 c.c. Second.

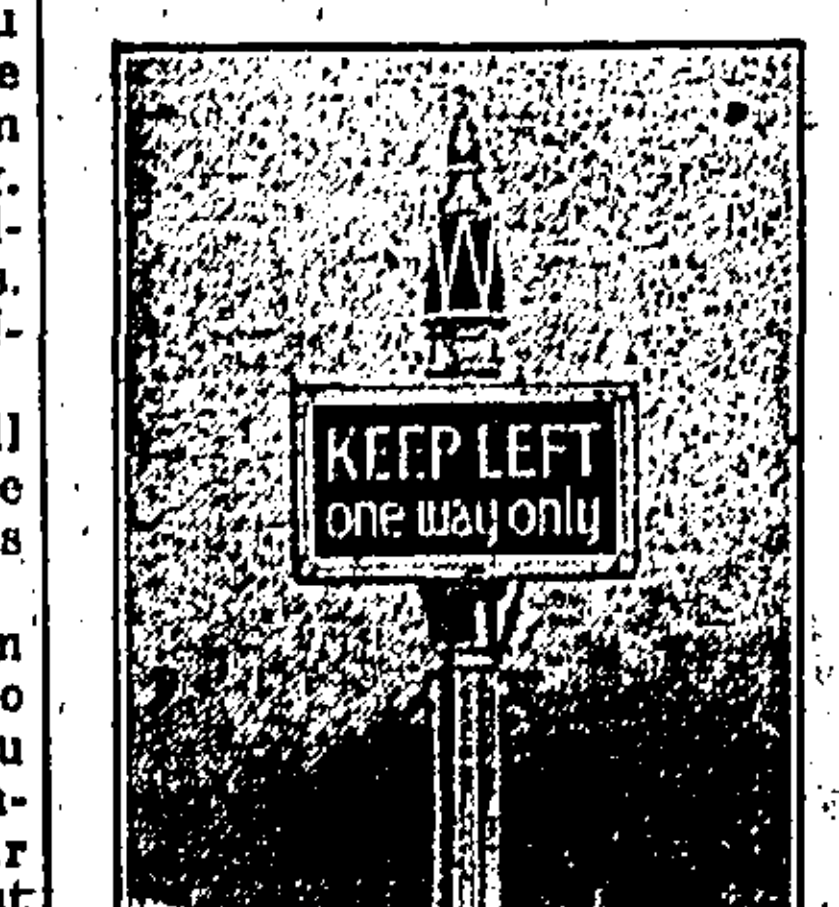
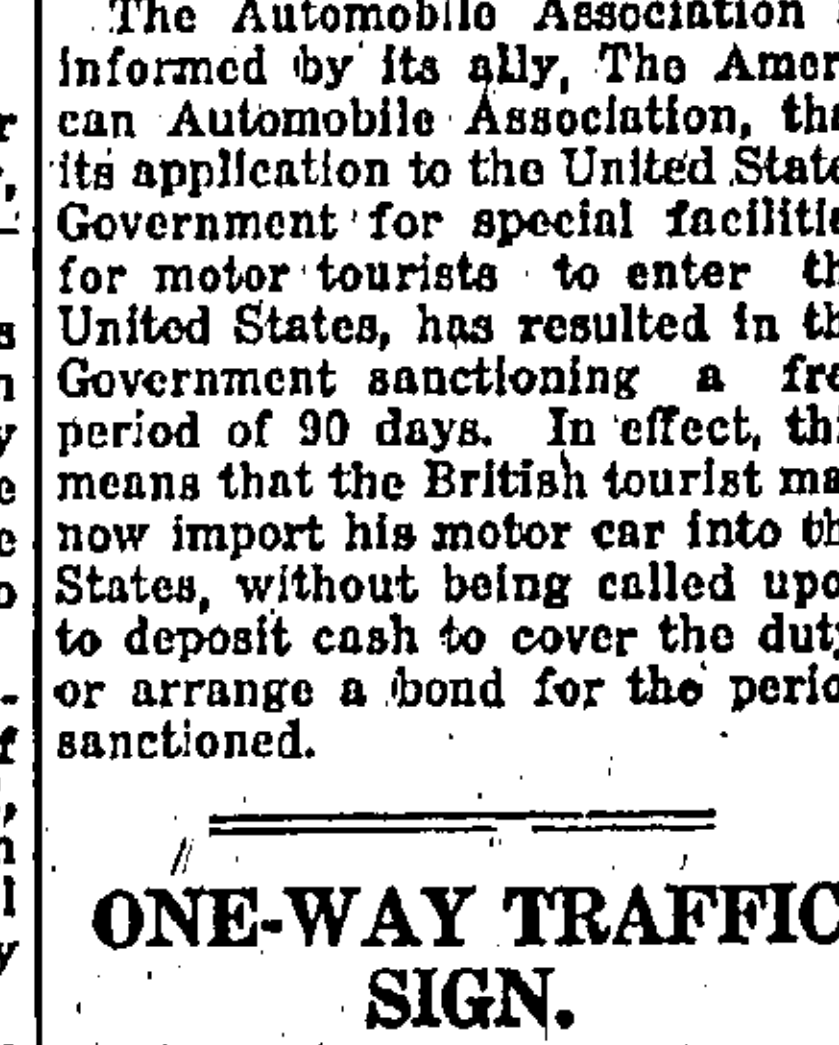
175 c.c. First and third. 600 c.c. (sidecars). First. Yugoslav—Beckarc Circuit Race. 350 c.c. First.

In the Tourist Trophy Races held in the Isle of Man the results were: Senior Race, 500 c.c. First, second and third. Junior Race, 350 c.c. First, second and third. Lightweight, 250 c.c. First and third.

FACILITIES FOR BRITISH MOTORISTS VISITING U.S.A.

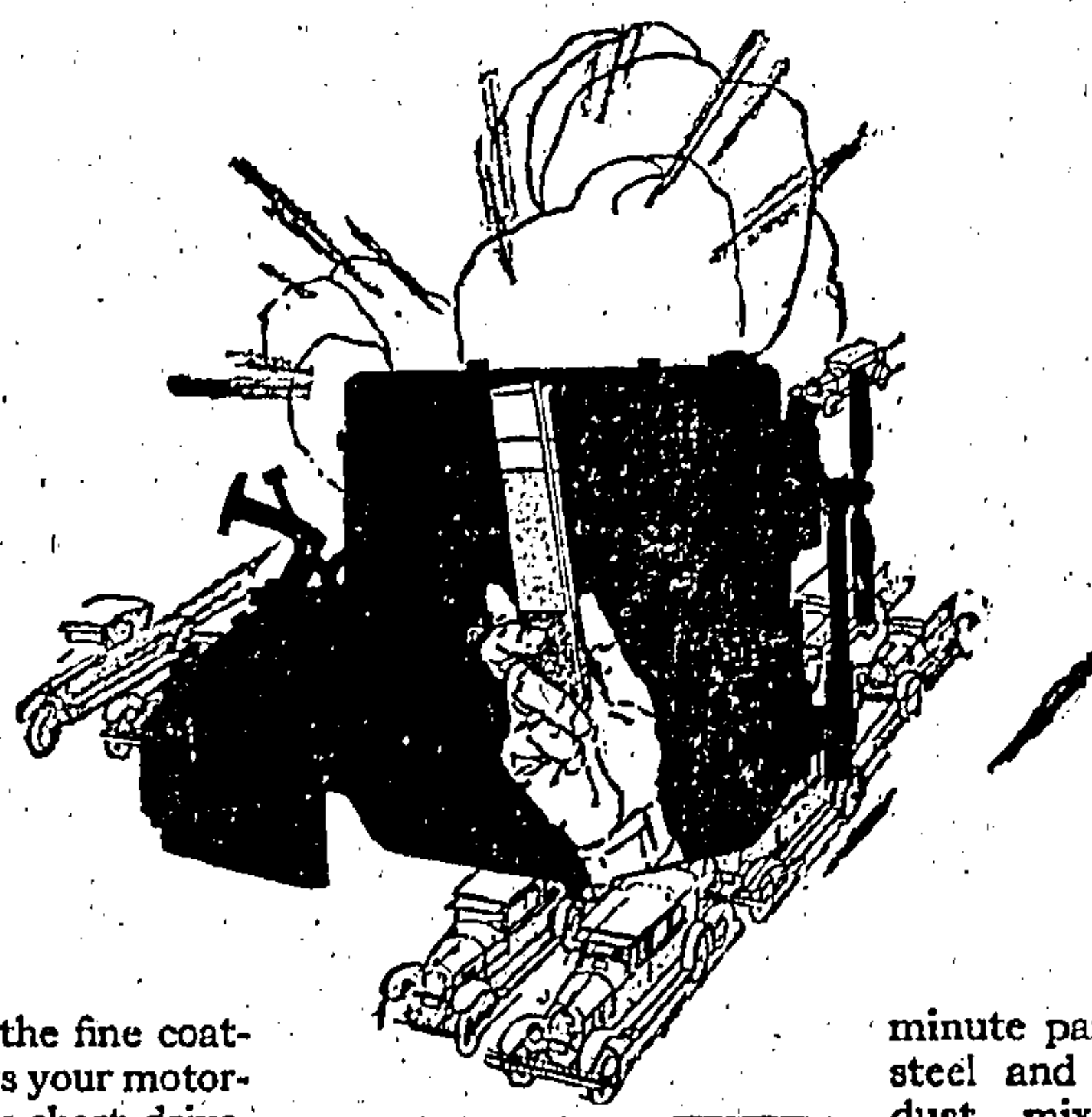
The Automobile Association is informed by its ally, The American Automobile Association, that its application to the United States Government for special facilities for motor tourists to enter the United States, has resulted in the Government sanctioning a free period of 90 days. In effect, this means that the British tourist may now import his motor car into the States, without being called upon to deposit cash to cover the duty, or arrange a bond for the period sanctioned.

ONE-WAY TRAFFIC SIGN.



A new type of sign which has been erected for the roundabout traffic system at the Queen Victoria Memorial, London.

## Change Oil Every 1,000 Miles. Reason Number 3—Dust



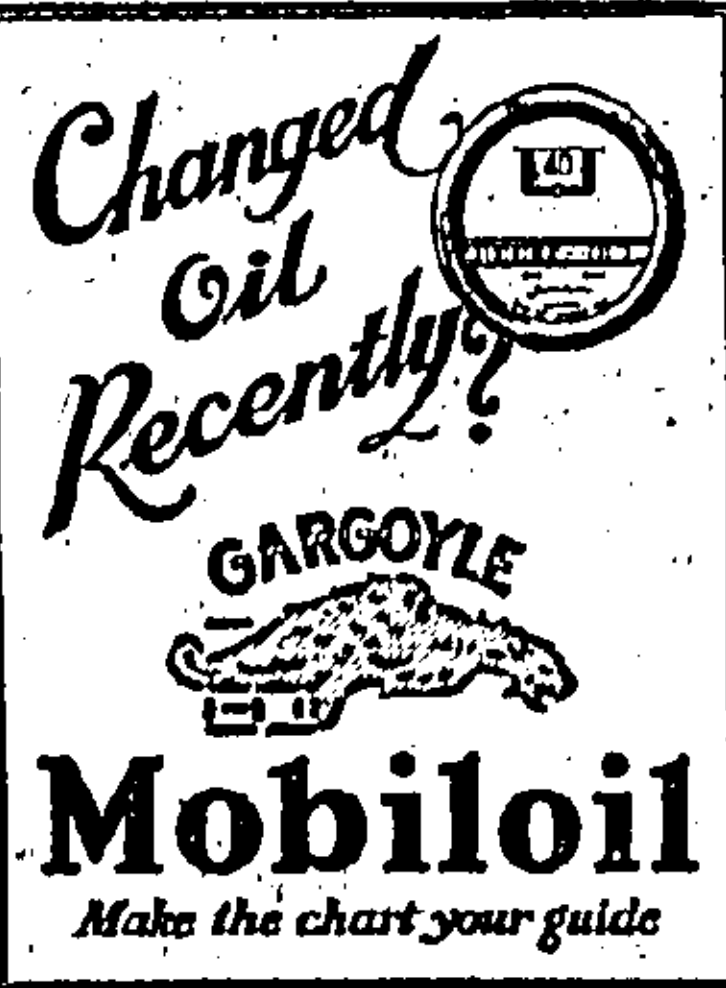
You have noticed the fine coating of dust that covers your motorcar after even a very short drive. Wipe this dust vigorously and it will scratch the car's finished surface.

Air is laden with dust—and your motorcar engine breathes air. The engine fan constantly sucks dust-laden air through the radiator, from where it is drawn into the engine carburetor at a velocity of more than a mile a minute.

Once inside your engine, dust quickly mixes with the crankcase oil. Laboratory analysis shows that this road dust is composed of

minute particles of sand, cement, steel and silicon. This abrasive dust, mixed with oil, forms a grinding compound that slowly scores and wears your engine parts, causing serious, costly damage to cylinders, pistons and crankshaft bearings.

Mobiloil is unexcelled in protecting the hundreds of hidden points where dirt and dust attack. But if you wish maximum results—certain freedom from dirty oil—drain off the dust-laden oil regularly, every 1,000 miles, at least. You'll notice a difference—in pick-up—in power—in velvet-smooth running.



## VACUUM OIL COMPANY



## STUDEBAKER COMMERCIAL CARS

HONG KONG DELIVERED PRICES.

### ERSKINE SIX TRUCK.

R.A.C. Horse-Power Rating 18.12.

Brake Horse-Power 13 at 3,000 Revolutions.

Piston Displacement 160.37 Cubic Inch. Wheel-Base 107 Inches.

Speed 45 M.P.H.

%-TON.	Net Weight	U.S. Factory Price	Extra	Packed Shipping Delivery	Hong Kong Price
Delivery Chassis.....	1,640 lbs.	G\$ 650	G\$ 90	G\$ 140	G\$ 880
Screen Delivery Truck .....	2,437 lbs.	795	90	285	1,170
Panel Delivery Truck .....	2,500 lbs.	820	90	290	1,200

Price Includes: Bulb Horn, Bumpers, Snubbers, Spare Rim—Tire and Tube 30 x 5, Cowl and Instrument Panel.

### DIRECTOR SIX TRUCK.

R.A.C. Horse-Power Rating 27.34.

Brake Horse-Power 20 at 2,800 Revolutions.

Piston Displacement 241.6 Cubic Inch. Wheel-Base 113 Inches.

Speed 50 M.P.H.

%-TON.	Net Weight	U.S. Factory Price	Extra	Packed Shipping Delivery	Hong Kong Price
Delivery Chassis.....	2,375 lbs.	G\$ 925	G\$ 95	G\$ 180	G\$1,200
Screen Delivery Truck .....	3,380 lbs.	1,195	95	465	1,755
Panel Delivery Truck .....	3,390 lbs.	1,195	95	470	1,760
Estate Car and Bus .....	2,430 lbs.	1,495	95	470	2,060

Price Includes: Bulb Horn, Bumpers, Snubbers, Five Disc Wheels, Spare Tire and Tube 32 x 6, Cowl and Instrument Panel.

### ARLINGTON SIX TRUCK.

R.A.C. Horse-Power Rating 27.34.

Brake Horse-Power 20 at 2,800 Revolutions.

Piston Displacement 241.6 Cubic Inch. Wheel-Base 116 Inches.

Speed 45 M.P.H.

1-TON.	Net Weight	U.S. Factory Price	Extra	Packed Shipping Delivery	Hong Kong Price
Express Chassis .....	2,552 lbs.	G\$1,295	G\$100	G\$ 185	G\$1,580
Arlington Funeral Car .....	3,905 lbs.	2,385	100	515	3,000
Bellevue Ambulance .....	4,040 lbs.	2,560	100	520	3,180

Price Includes: Bulb Horn, Bumpers, Snubbers, Five Disc Wheels, Spare Tire and Tube 32 x 6, Cowl and Instrument Panel.

### BIG SIX SPEED TRUCK.

R.A.C. Horse-Power Rating 36.04.

Brake Horse-Power 25 at 2,800 Revolutions.

Piston Displacement 353.8 Cubic Inch. Wheel-Base 128 Inches.

Speed 60 M.P.H.

1½-TONS.	Net Weight	U.S. Factory Price	Extra	Packed Shipping Delivery	Hong Kong Price
Express Chassis .....	3,115 lbs.	G\$1,785	G\$115	G\$ 240	G\$2,140
De Luxe Funeral Car .....	4,005 lbs.	2,985	115	760	3,860
De Luxe Ambulance .....	4,005 lbs.	3,185	115	760	4,060

Price Includes: Bulb Horn, Bumpers, Hydraulic Absorbers, Five Disc Wheels, Extra Tire and Tube 34 x 7.50, Cowl and Instrument Panel.

### BIG SIX MODEL "75" JUNIOR TRUCK.

R.A.C. Horse-Power Rating 36.04.

Brake Horse-Power 25 at 2,800 Revolutions.

Piston Displacement 353.8 Cubic Inch. Wheel-Base 128 Inches.

Speed 55 M.P.H.

2-TONS.	Net Weight	U.S. Factory Price	Extra	Packed Shipping Delivery	Hong Kong Price
Chassis .....	4,400 lbs.	G\$2,410	G\$120	G\$ 240	G\$2,770
Police Patrol .....	4,706 lbs.	5,235	120	855	6,210
Sedan Bus (15-pass) .....	7,130 lbs.	4,520	120	870	5,510

Price Includes: Bulb Horn, Hydraulic Absorbers, Bumpers, Five Disc Wheels, Extra Tire and Tube 34 x 7.50, Cowl and Instrument Panel.

### BIG SIX MODEL "76" SPECIAL TRUCK.

R.A.C. Horse-Power Rating 36.04.

Brake Horse-Power 25 at 2,800 Revolutions.

Piston Displacement 353.8 Cubic Inch. Wheel-Base 128 Inches.

Speed 50 M.P.H.

2½-TONS.	Net Weight	U.S. Factory Price	Extra	Packed Shipping Delivery	Hong Kong Price
Chassis .....	4,600 lbs.	G\$2,775	G\$120	G\$ 255	G\$3,150
Sedan Bus (15-pass) .....	7,420 lbs.	5,235	120	855	6,210
Parlor Car (20-pass) .....	7,350 lbs.	6,395	120	1,025	7,540
Observation Car (22-pass) .....	7,350 lbs.	6,395	120	1,025	7,540

Price Includes: Bulb Horn, Bumpers, Hydraulic Absorbers, Seven Disc Wheels, Extra Tire and Tube 32 x 6.75, Cowl and Instrument Panel.

### BIG SIX MODEL "75" HEAVY DUTY TRUCK.

R.A.C. Horse-Power Rating 36.04.

Brake Horse-Power 25 at 2,800 Revolutions.

Piston Displacement 353.8 Cubic Inch. Wheel-Base 124 Inches.

Speed 45 M.P.H.

3-TONS.	Net Weight	U.S. Factory Price	Extra	Packed Shipping Delivery	Hong Kong Price
Chassis .....	5,290 lbs.	G\$3,275	G\$120	G\$ 255	G\$3,650
Street Car (22-pass) .....	8,550 lbs.	5,895	120	1,025	7,040

Price Includes: Bulb Horn, Bumpers, Hydraulic Absorbers, Seven Disc Wheels, Extra Tire and Tube 34 x 7.50, Cowl and Instrument Panel.

THE HONG KONG HOTEL GARAGE  
25 Queen's Road Central. Tel. Central 4769.

#### PREDICT STEEL STREETS.

Steel plates are predicted to replace present road material in the future. It is said the plates will prove economical in large cities where, instead of tearing up the road every few weeks, the plates can be removed for repairs and then replaced.

#### TAXES FILL COFFERS.

Gasoline taxes contributed \$220,000,000 to the federal revenue, according to the U. S. National Automobile Chamber of Commerce. Nearly 10,000,000,000 gallons of gas were consumed in 1927, or more than 2,000,000,000 gallons than in 1926.

## HINTS FOR THE MOTORIST

ALBERT L. CLOUGH

### KEEPING HYDRAULIC BRAKES WORKING.

Hydraulic Brakes depend for their effective action upon the entire liquid-containing system being kept completely filled with the specially prepared acid-free, temperature-resisting fluid, furnished by the manufacturer. It is only when the system is entirely full of this incompressible liquid that the pressure can be applied to the wheel-drums. Air in the system, being compressible, prevents full braking pressures from being developed. It may enter to replace liquid escaping at leaky tube connections or past leaky pistons in wheel cylinders. Loss of liquid and probable presence of air is indicated, when the brake pedal can be pushed further than the normal amount of about ¾ inch, before the usual resistance is felt. It is then necessary to add liquid from the supply tank, mounted on the dash under the hood. Release the handle by turning it to the left and work it up and down, as a pump, until the system is again full, as indicated by the correct slight amount of free motion of the pedal. Wait a few seconds, push the handle down and lock it securely by turning it fully to the left. Always refill the tank to about one-half its capacity. On some late installations the hand-operated supply tank is replaced by an automatic one, surrounding the master cylinder. If brakes still fail to give full effect, air is probably present in the wheel cylinders and must be "bled" out along with some of the liquid. Each wheel cylinder is fitted with a bleeder valve. Remove the cap screw, which is kept screwed into it and screw into the nipple on the end of the bleeder drain-tube, which comes with the outfit, then unscrew the valve with a small wrench, about ¾ of a turn. Set a bottle on the floor and put the free end of the drain-tube into it. Be sure there is plenty of liquid in the tank, loosen the cap at the top of the tank slightly, unlock the plunger and pump liquid into the system until about a half pint has been drained into the bottle and there are no air bubbles escaping with it. Then close the bleeder valve, remove the drain tube, replace the cap screw, refill the tank, tighten the cap with the hands and securely lock the plunger. The same operation may have to be performed on all four wheel cylinders. With the automatic reserve tank type, the wheel cylinder a number of strokes of the brake pedal a number of strokes by hand. Refilling and bleeding are seldom required if all tube connections are kept tight, the connections are never broken and the wheel cylinder pistons remain tight. To test for leaks, wipe all

connections and tubing clean, depress the brake pedal fully, block it in that position and let it remain for some minutes, then look for leakage at unions and along pipes and remove the wheels to see if there is liquid inside their brake drums.

#### A Jerky Engine.

Question.—The exhaust of my car makes a peculiar sputtering noise, the engine will not run less than 12 m.p.h. without jerking and at high speed it misses occasionally. The fuel system has been cleaned, the carburetor adjusted, the spark-plugs examined and the timer points and valves adjusted. What do you think is wrong?

Answer.—You had better have a complete check-up made of the ignition system. Have the plugs and coil tested, the high-tension wiring looked over for leaks and the low tension wiring for loose contacts. An electrical service station can do this very quickly and positively. You say that valves were adjusted, but are you absolutely sure that all the exhausts seat perfectly. Your trouble seems like a case of a valve holding open. See that valve-stems work freely in their guides. Test the compression of all cylinders and correct any failure in gas tightness. But, sure that the carburetor-flange joint is tight and otherwise look out for airleakage into the intake. If you can determine which cylinder misses and causes jerking at low speed, it should be easy to locate the trouble.

#### Hesitating Acceleration.

Question.—When I try to speed up my car to pass another one and step on the accelerator, the engine hesitates for a fraction of a second and then picks up. This does not happen when I touch the accelerator very lightly. When starting the car, after it has been idle for a while, I have to keep the choke out until the engine gets warm, as otherwise, when I press the accelerator, the engine chokes and hesitates. How can this trouble be corrected?

Answer.—This looks like carburetor trouble and we would advise you to have the carburetor inspected and readjusted, if necessary, at the carburetor service station. It is possible that the height in the accelerating well, is not set right. It may also be that the high speed adjustment is not set as rich as it needs to be in cold weather. The fact that long choking is required at starting, makes this seem likely. Are you using the full heat supply to the intake, such as is required in winter? We believe that the adjustments above suggested will remedy this trouble.

### SKIDDING AT 50 MILES AN HOUR.

#### Great Battle Between Track Rivals.

Stamford Bridge, scene of many famous Cup-ties, has never housed a more enthusiastic crowd than that which witnessed the dirt track motor-cycle racing on May 12.

There were no bookmakers and very little private betting, but the enthusiasm never waned.

Critics of the new sport were supplied with an orgy of thrills which should have silenced all complaints on the grounds of "monotony," for the crowd of nearly 35,000 was on tip-toe with excitement from beginning to end.

The climax was reached in a terrific race for what was virtually the world's championship between "Sprocket" Elder, champion of America, and "Paddy Dean," Australia's "crack."

In a ding-dong finish the American won by about a length at an average speed of over thirty-eight miles an hour.

#### Broadside Skidding.

They tore round the track at most neck-and-neck, skidding broadside round the bends at a speed approaching fifty miles an hour that sent the spectators into a frenzy of excitement.

As both machines whirled around with hardly a foot separating them and back wheels fighting for a grip on the loose surface, it seemed miraculous that the riders could retain their seats.

But they did, and hardly had they straightened their course before they were flinging themselves round the next bend, their knees almost touching the ground as the machines heeled over.

As the inside position is naturally the best, both riders struggled to secure it, and first one and then the other charged into the edge of the grass lining the track, while a roar of cheering broke out if the coveted position was secured by sheer tenacity and skill.

Now it was Elder on the inside, leading by a wheel, and now it was Dean, and the way they passed and repassed bore testimony to the equal skill of the two men.

#### The Sporting Spirit.

The sporting spirit in which these riders raced was emphasised in the first attempt at a start.

Dean, who has only just recovered from an injury to his shoulder, fell by sheer bad luck at the first bend a few seconds after the start.

Elder immediately stopped, waving his right to finish the course and claim the match, and insisted on a fresh start.

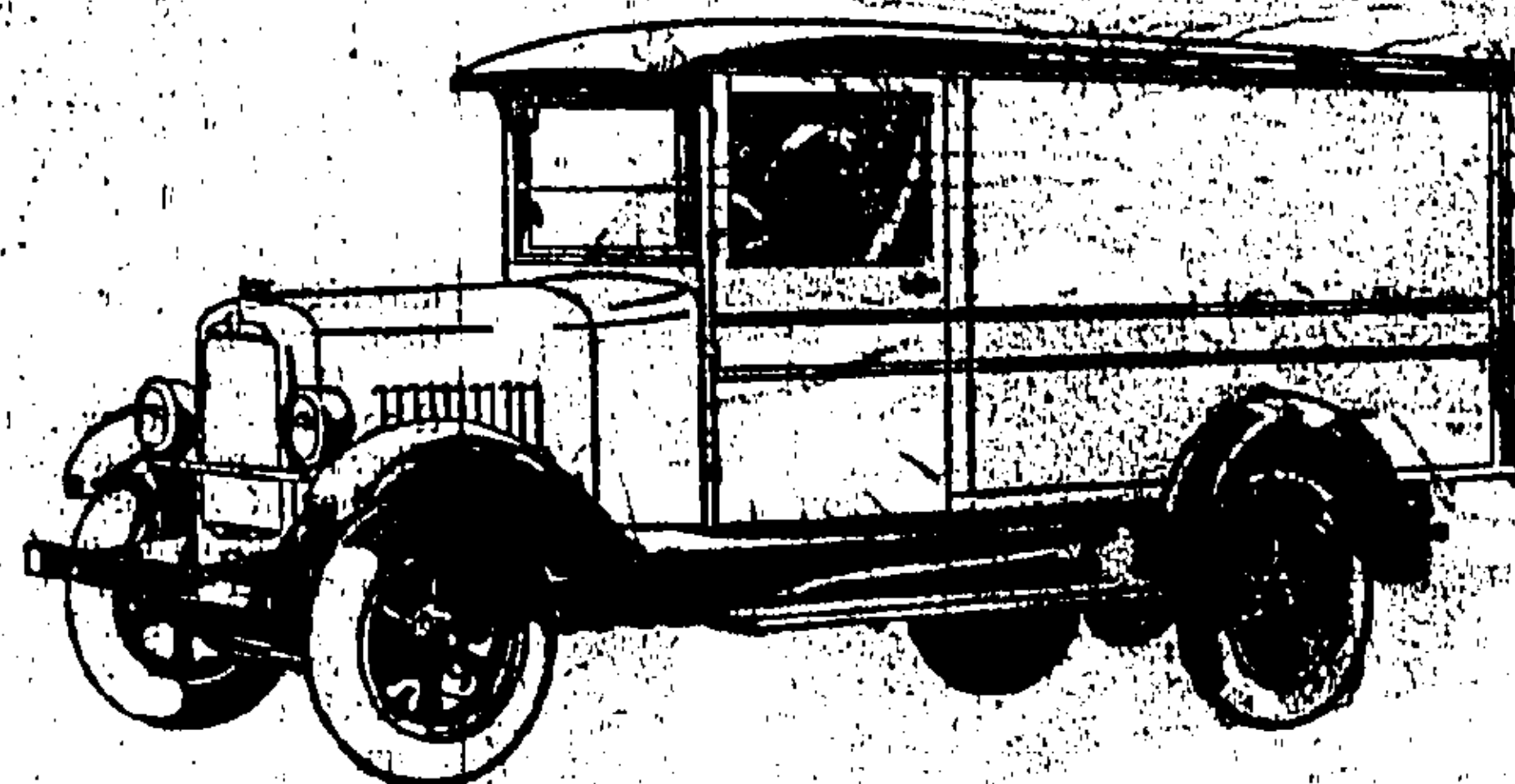
Another match between two English riders, the brilliant young "Sprocket" and a new "crack," Dick Martin, provided a sensation, "Sprocket" crashing at terrific speed while his rival was leading. Fortunately his injuries were not serious.

In a side-by-side race a machine crashed in a whirl of dust and cinders, both driver and passenger landing on their heads, but escaping serious injury.

The glider, that provided a masterly exhibition of skilful riding by E. H. Blackpool and G. A. Norrell, the former winning after some hairbreadth escapes.

ALWAYS INVESTIGATE WHAT GENERAL MOTORS HAS BEFORE YOU BUY

## GENERAL MOTORS TRUCKS



### Great Series

#### PONTIAC

Six Cylinder Engine  
1000-lb. chassis - \$365  
With Screen Body - \$760  
With Panel Body - \$770  
3000-lb. chassis - \$745

#### BUICK

Six Cylinder Engine  
Chassis Prices  
One Ton - \$1095  
One and one-half ton - \$1185  
Two Ton - \$1290  
(Automatic drive  
and gear drive)

#### BIG BRUTE

Heavy Duty Engine  
2½ tons to 15 tons capacity  
prices ranging from  
\$3690 to \$5820  
(All prices c.o.d. exclusive  
of tax.)

with  
**BUICK**  
Six-Cylinder Engine  
**ONE-TON**  
Complete as Shown  
**\$1385**  
J. A. B. Pontiac, Mich.

Powered by the Buick and Pontiac engines, General Motors fast duty trucks assure you a new type of performance. They speed up your deliveries. Increase your range of business. Lower your costs.

There is a General Motors six cylinder truck for every need in light and medium duty. Also Heavy Duty Trucks up to 15 tons capacity. By all means, investigate this most complete line.

## THE DRAGON MOTOR CAR CO., LTD.

Telephone Central 1246 ... 33, Wong Nei Chung Road,  
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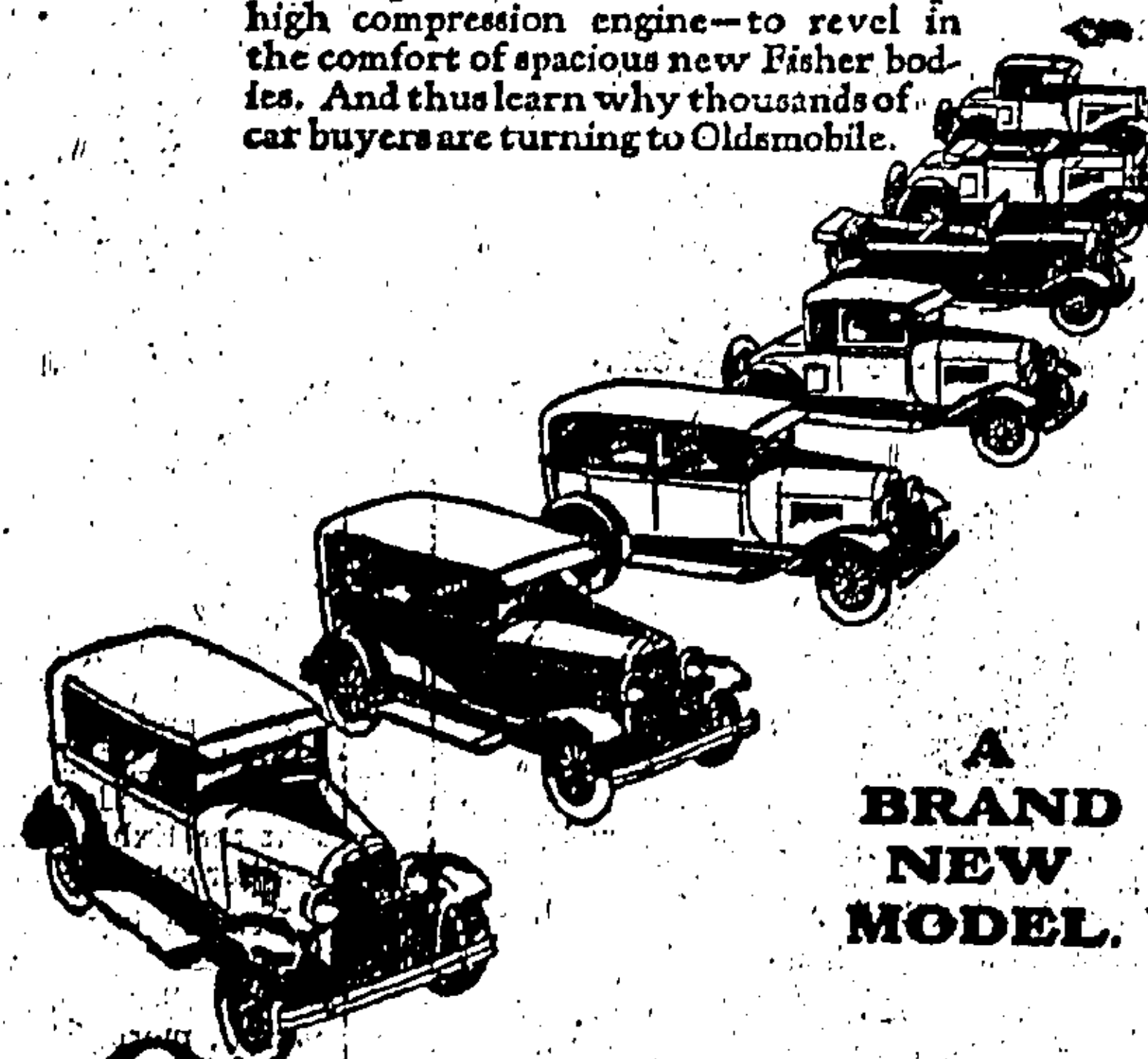
A TRUCK FOR EVERY PURSE AND PURPOSE

## NEW CREATIONS by ARTIST-ENGINEERS

This new Oldsmobile is motordom's good news for 1928. It reveals new and sophisticated elements of style. It embodies new engineering features. It typifies the whole new spirit of the times—because it reflects the master touch of artist-engineers.

Though you may have formed the highest opinion of its beauty ... and its performance—we urge you to come in for a personal inspection.

We want you to experience the silent, smooth performance of the new 35 h. p. high compression engine—to revel in the comfort of spacious new Fisher bodies. And thus learn why thousands of car buyers are turning to Oldsmobile.



A  
BRAND  
NEW  
MODEL.

## OLDSMOBILE

PRODUCT OF GENERAL MOTORS

## THE DRAGON MOTOR CAR CO., LTD.

Telephone C. 1246 ... 33, Wong Nei Chung Road  
Telephone C. 3500 ... 33, Des Voeux Road, Central

THE FINE CAR OF LOW PRICE





## Try a MORRIS —it's different.

If you have been used to low efficiency cars—try a British Morris—it's different. Listen to the healthy purr of its highly-tuned engine; how eagerly it responds to the slightest whiff of gas. Pull her into first, put your foot right down—note the quick get-away as the engine revs up against its load; then the lightest and simplest of gear changes and the car gathers speed in the smoothest of second gears; then back into top and away you go—40—45—50, smooth, silent, comfortable; only the subdued, contented hum of the exhaust to tell you how well the engine likes its work.

This is motoring the Morris way—motoring with power and efficiency—economy and reliability. It is no accident that the Morris is England's most popular car.

# MORRIS

MORRIS MOTORS (1926) LTD., COWLEY, OXFORD

THE HONGKONG HOTEL GARAGE  
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## Brass Tack Talks on Miller Tires

GEARED-TO-THE-ROAD.

IF WE were buying tires instead of selling them we should seek out the tire that boasts the greatest improvements—and when we found it, we should put our money down and buy that tire. If you buy this way, you will buy Miller Scientifically Correct Balloons—built for new-day driving conditions.



A. LUNG & CO.  
Sole Agents:  
19, Queen's Road, C. Phone C. 1219.

### UNIQUE SALESMAN.

A Los Angeles tyre salesman has equipped a small four-cylinder car with 44 x 10 tyres and is driving it around the city as a travelling salesman. He reports that interest attracted by this display has added to his sales.

### A MOTORIST'S PARADISE.

New Zealand, with 40,000 miles of improved roads, natural attractions of mountains, volcanoes, varieties of climate and animal life, is a motorist's paradise, according to John Edwin Hogg, author.

## 1928 EXHIBITION PROGRAMME

### Great Britain's Effort.

The Society of Motor Manufacturers & Traders, Ltd., is already actively engaged in mapping out its programme and making arrangements for the 1928 Exhibitions in connexion with the Industry.

This programme of necessity demands an immense amount of preliminary consideration and preparation, for in its efforts to maintain the position of London as the Automobile Market of the world it is faced with a task of some magnitude. The Motor Exhibition, which annually takes place at Olympia, is acknowledged throughout the world to be the Mecca of motorists, and the large number of visitors who come from all the corners of the earth to Kensington bears striking testimony to the magnetic attraction of that venue and to the appeal of motoring.

The Automobile Exhibition this year will constitute the 22nd of the series of International Motor Exhibitions organised by the Society, and will take place at Olympia from Thursday, October 11th, to Saturday, October 20th. Here it will again be possible to see, under one roof, the latest products of the automobile factories, not only of Great Britain, but of all the important automobile-producing countries of the world, while in addition to the exhibits of chassis and complete cars, the examples of the high degree of artistic workmanship of those firms whose business it is to specialise in coachwork never fail to exercise a great attraction to visitors.

It is only on the occasion of an Exhibition such as this that one is able to appreciate the range of accessories and components that go towards making the modern automobile the wonderful production that it is, and which tend, further, to make motoring easy and comfortable.

In former years, until 1927, it was the practice to reserve a day before the Exhibition, opened to the public in which to afford facilities for the trade and the Press to view the exhibits, but it has been felt that the utility of this reservation has ceased. Accordingly last year this private view day was dispensed with, and this will again be the case. The charge for admission to the Show on the opening day will be 10s., on the two Fridays and Saturdays during which the Show is open the charge will be 2s. 6d.; and on all other days 6s. On the evening prior to the opening the annual banquet of the Society will be held.

Following the Motor Exhibition, the Motor Cycle and Cycle Exhibition, organised by the British Cycle and Motor Cycle Manufacturers' and Traders' Union, Ltd., of Coventry will be held at Olympia, the period being from Monday, November 5th, to Saturday, November 10th.

Under the patronage of the S.M.M.T., the Scottish Motor Exhibition, organised by the Scottish Motor Trade Association, will be held from November 9th to 17th, at Kelvin Hall, Glasgow.

After full consideration the Society has decided not to organise a Commercial Motor Transport Exhibition at Olympia this year, it being the general opinion of manufacturers connected with this branch of the industry that an Exhibition bi-annually is the most satisfactory policy so far as they are at present concerned. They will therefore, content themselves by exhibiting if they think fit, at some of the more important recognised Agricultural Shows in Great Britain.

This comprehensive range of Exhibitions will afford an excellent opportunity for the world to see in particular the latest developments in the products of the British Automobile Factories and to compare the products of this country with those from the Continent and America. It can be no exaggeration to say that the series of Exhibitions have in the past proved unquestionably that the products of British manufacturers of vehicles, components, accessories, and tyres, are second to none in efficiency and value, and it can confidently be anticipated that the Exhibitions this year will further confirm this.

Despite occasional gloomy references to the contrary, British-built vehicles are becoming more and more recognised in all markets, and are securing for the makers of such vehicles a position of pre-eminence therein. No one will be foolish enough to assert that the difficulties of British manufacturers, particularly in the task of recapturing the overseas markets, are at an end, but while statistics may occasionally not make quite as pleasant reading as might be desired, there are, on the other hand, clear indications that progress, although possibly slow, is

## THE TWO-RANGE TRANSMISSION.

### A Device Providing Greater Efficiency.

Motor trucks, no matter in what class of service they are being used, must prove themselves economical in the full sense of the word.

The owner of a passenger automobile seeks comfort, pleasure, and satisfaction, and these are the things for which he is willing to pay. The owner of a motor truck, on the contrary, is not looking for comfort, for pleasure, nor for the same type of satisfaction as the owner of a passenger automobile. He is seeking efficient transportation. The yardstick by which he measures the value of the truck he has purchased is the amount of ton-mileage he gets from his truck per gallon of gasoline used. Economy, therefore, is just about the essence of motor truck value.

The two-range transmission, which is one of the principal features of the General Motors heavy duty trucks, is a direct contribution to motor truck efficiency and fuel economy.

Briefly, the G.M.C. two-range transmission is simply a gear box which provides two separate sets of ratios for the four forward and one reverse speeds. There are, accordingly, nine speeds in all which the General Motors truck operator may use, fourth speed on both ranges being identical in ratio.

The mechanical construction of the G.M.C. two-range gear box is extremely simple. Change from high to low range or vice-versa is made by a lever which throws into mesh one of the two pairs of constant mesh gears, thus giving the countershaft two different speeds. There are only five more major parts in the two-range transmission than there are in the usual type of gear box.

In heavy going—in mud, sand, over poorly-surfaced roads, or through an unusually hilly country—the operator changes to the low range of the transmission. Thirty per cent. additional pulling power at once is given the truck, and under these conditions, on any one of the different speeds included in the low range, the truck will outpull trucks of similar capacity fitted with transmissions of the usual one range kind.

On smooth, level highways, the high range of the G.M.C. transmission is used. So much pulling power is not necessary here, and on any of the speeds included in the high range the G.M.C. engine turns over slower, with constantly less fuel consumption, than is the case with trucks which have conventional transmissions.

In other words, the G.M.C. two-range transmission makes allowance for different types of road conditions under which motor trucks habitually have to work. It provides a suitable set of gear ratios for bad road conditions, and another set specially designed for good road conditions.

certainly being made. British manufacturers, as a result of personal investigation, are more than ever alive to the requirements of overseas markets, and it now remains for the members of the industry concerned to take all necessary steps to maintain their present position and to exploit it further.—Motor Bulletin.

## CHANCE REMARK FORETOLD.

### Mr. Walter Chrysler's Career.

Many years ago Walter P. Chrysler, now president and chairman of the board of directors of the Chrysler Corporation, was working for the Chicago Great Western Railroad in Oelwein, Iowa. One of the prominent citizens of the community who was always buying the most improved and fastest automobiles available, had a Locomobile he wanted to sell. It was a 1908 model, seven-passenger, painted cream, colour and finished in red leather. Mr. Chrysler wanted to own the car but he felt reluctant to part with so much of his money to buy it.

Finally the car was offered to Mr. Chrysler for \$1,000, a lot of money to Mr. Chrysler, in fact, most of his capital. But Mr. Chrysler wanted to own a car and so he went to the bank, drew out \$1,000 and came into possession of his first automobile.

Old friends of Mr. Chrysler now living in Oelwein to-day tell the story of how Mr. Chrysler took apart that red and cream coloured car regularly from the day he bought it until he left the town to go to Pittsburgh to become associated with the American Locomotive Company.

J. C. Jepson, of the Minnesota Mutual Life Insurance Company, now living in Oelwein, tells how, years ago, he found Mr. Chrysler in overalls underneath the car. Mr. Jepson remarked to Mr. Chrysler that he seemed to be spending considerable time on the car. Mr. Chrysler replied:

"Jep, here is something which has come to stay. I am convinced that the automobile will revolutionize transportation in this country. And some day I am going to get into the business of manufacturing automobiles."

Mr. Jepson says to-day that he often thinks of that chance remark of Mr. Chrysler's of years ago. He says that little did he realize what Mr. Chrysler had said and it is probable that Mr. Chrysler himself didn't appreciate the full truth of his remark.

When Mr. Chrysler went to Pittsburgh to go into the business of building locomotives he took his automobile with him. From that business he went into the business of manufacturing automobiles, and, after a series of notable demonstrations in that field, finally organized his own company, the Chrysler Corporation of to-day.

This is the same company which four years ago was given 27th place by the National Automobile Chamber of Commerce and to-day has earned third position among members of the Chamber, ranked according to sales volume.

### COMING BOOM IN MOTORING.

At the monthly Executive Committee of the British Automobile Association held in March, 1928, new members were elected, all of whom had applied for membership during the preceding four weeks. The number of new members elected for the corresponding period last year was 2,850. This increase, so early in the year, indicates the continued popularity of the A.A., which now has a total "individual" membership of over 355,000—also that the ranks of British Motorists will be considerably reinforced during the coming season.



"Well, this is the first time I ever heard of anyone driving right into a lake!"  
"Yeah, I'm original that way!"

## THE MOTOR UNION

INSURANCE CO. LTD.

Incorporated in England  
(Under the auspices of the Automobile Association)

### SPECIALISES IN MOTOR INSURANCE

LOCAL AGENTS,  
THE UNION TRADING CO., Ltd.  
York Building. Phone C. 587.

## WILL SOON ARRIVE!!

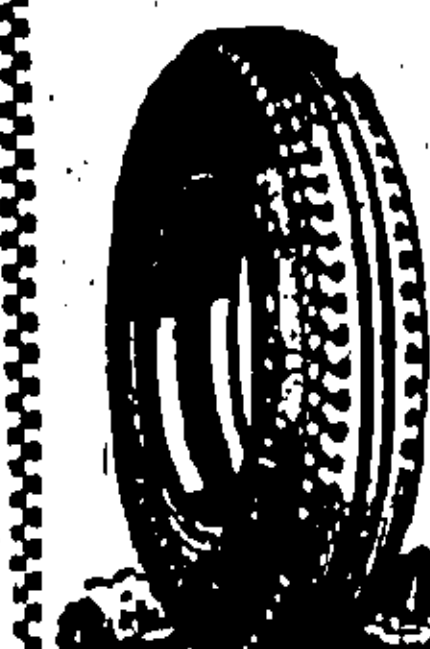
### MODELS OF THE FAMOUS MONET & GOYON MOTOR CYCLES.

Winners of hundreds of first prizes in French and International Competitions, including Championship of France in 1924, 1925, 1926, and 1927, and holders of many world Records.

For particulars apply:—  
46, Nathan Road, Kowloon.

## More health—more happiness

—less cost  
per mile!



Goodrich  
Silvertowns

"Best in the Long Run"

Sole Agents:

For Hongkong & South China  
UNIVERSAL MOTOR & SUPPLY CO.

61, Des Vaux Road, C. Telephone C. 4915.  
All sorts of Automotive Accessories also in stock.

## MOTORIST OR PEDESTRIAN?

### Trying to Reconcile Two Points of View.

[By An Owner-Driver.]

Half the people are rejoicing over the petrol tax, and half are not.

I might have been amongst the ranks of rejoicers, who dislike being killed on the King's highway; but I happen to have bought a car since then. I am busy now comparing my "reactions" as a pedestrian and as a motorist.

As a pedestrian I intensely disliked motors, because they were always popping up from nowhere. It seemed to me that there was no place in the sun for those who walked.

Now I feel otherwise.

No matter how carefully one rounds a corner, or how sonorously one hoots, a pedestrian is sure to be walking in the middle of the road engaged, apparently, in meditation, with eyes either lifted to heaven or fixed upon the ground.

As a pedestrian, I agreed that excessive speed was dangerous to the public weal. I rather think excessive slowness is now. Any way, I have been "trapped" in my first week for mildly exceeding the limit for a few hundred yards.

Was there not a time when bicyclists were punished for scorching? Are not small boys allowed to roller-skate on the pavements without let or hindrance? Speed is not a menace. Lack of

skill is. There should be a simple law—"Travelling to the public danger."

### Motorist Manners.

A boy skating down an incline and colliding with an old lady at the bottom is a more criminal person than I, who merely collided with a police trap.

As a pedestrian, I imagined that the motor world was one vast, comradely conspiracy to drive us off our legs. I now know differently.

The motor world is divided into two classes—those who are chivalrous and those who are not. Yet as an ex-pedestrian, let me mention a few things that I have felt strongly about. I feel so still.

Those dazzling lights one meets on the country road—how bewildered one is in their glare and the deepened darkness afterwards, both in the car and afoot! I should feel very guilty if my lights were after that sort. In country lanes—how often the "locals" plodding their homeward way are forgotten!

In cities where that abomination of desolation, the tram course, standeth where it ought not, how frequently motorists fail to draw up to allow passengers to alight and mount! It is very tantalising, of course, to have to slow down while a dear old lady argues about the way to Tooting, but she has her rights. As one who has not infrequently nearly been murdered when trying to get off or on to a tram I feel with her.

It seems to me that those things which don't matter—like speeding on a clear road, or your number being slightly obscured by luggage—are jumped upon, while those things that do, such as I have mentioned, go unrebuked.

I may be wrong. These are but the thoughts of a new motorist.



## The Very Idea!

The Long Arm of Coincidence.—On my twenty-first birthday, writes a member of a well-known West End firm, "I was given a knife with my name engraved on it. Very shortly afterwards I lost it, and a day or two later I was rung up by a friend who found it on the floor of a taxi. I again lost it, this time for eighteen months. Last week I was staying in an hotel in London, and the next person to arrive after me and to sign in the book was the man who had found my knife eighteen months previously. He realised at once that I must be the owner of the knife and returned it to me. After finding it he had taken it to Scotland Yard; but as I had no idea where I had lost it I had not applied to Scotland Yard, who had sent it back to him as it was never claimed."

(It is reported that Mr. J. C. Squire is compiling an anthology of puns.)

That a pun has been described as the lowest form of wit. Does not worry Mr. Squire a bit.

He proposes to compile an anthology of puns (All having taken biscuits—Or buns?)

But, of course, if he includes Samples decomposed in verse (Or as unkind people put it—In verse!)

It is obvious, I think, in a country "all sublime" His punishment should fit. The rhyme.

A woman summoned at Bath for annoying neighbours by keeping a noisy cockerel, complained of the neighbours' loud speakers. Magistrate: You can turn off a loud speaker, but not a cockerel.

Man at Shoreditch County Court: I have been making no profit lately; I have been doing only odd work. Judge: Give me your address; the man who does odd work for nothing—Judge Cluer at Shoreditch County Court: What a pity some women cannot leave their tongues at home.

A motorist who was fined ten shillings at Kingston for a minor offence telegraphed to the court: "Guilty, work detains; deal in absence."

An elderly man was disturbed to discover one evening that he had lost his wallet containing a considerable sum.

Next day, when he entered the dining-room of his club, the waiter who usually served him produced the wallet, explaining that the member had left it on the chair the previous day.

"My word," said the owner, "I'm lucky to get it back."

"You are, sir," agreed the waiter. "What if one of the members had seen it first?"

A taxicab driver said at West London County Court that his earnings had decreased owing to the reduction of fares and the increased price of petrol.

Judge Sturges: How much a day do you make?

The driver hesitated. About twelve shillings a day, I suppose. Taxicab drivers tell me in accident cases they make £1 a day, but when they are sued for debt they tell me that they make six shillings a day only, so I will split the difference.

The Rev. W. A. Gibson, Vicar of St. Philip's, Battersea, gives the following "Tips for prospective bridegrooms" in his parish magazine:

Don't rush at the blushing bride when she joins you at the chancel steps and shake hands with her. (One bridegroom did this at a recent wedding and exclaimed, "Ow are yer, mate?") Poor bride!

When the priest tells you to say after him: "God's holy ordinance," don't say: "God's holy audience." Some of the audiences we have seen at recent weddings here could never by any stretch of the imagination be called holy.

It is always best to refrain from drinking anything stronger than tea before the ceremony. The smell of alcohol is rather objectionable, and especially in church, and, we consider, most discourteous to the bride.

When the clergyman asks you to say "I do," please don't say "tough." The former means faith, fidelity, truth; the latter anything hollowed and open longitudinally on the upper side.

## MANILA SHAKEN.

### PROLONGED BUT LIGHT EARTHQUAKE.

Manila, June 15. A light but prolonged earthquake shook Manila but apparently has done no damage.—*Reuter*

## RETIREMENT OF CAPT. BELL SMITH.

### INTERESTING PRESENTATION CEREMONY.

On the occasion of his retirement from the Hongkong, Canton and Macao Steamboat Company, Captain Bell Smith was the guest of honour yesterday on board s.s. Kinsman, his last command, when a number of friends gathered to wish him an official farewell.

Among those present were Captain Prigent, Captain Pritchard, Mr. and Mrs. Robertson, Mrs. Bruce, Mrs. Lake, Mr. Lake, Mr. Piper, Mr. John Arnold, Mr. G. E. Ellams, Mr. Payne, and officers from the Company's vessels in harbour. Mrs. Bell Smith accompanied her husband.

### 23 Year's Service.

Captain Prigent, speaking on behalf of those present, referred in eulogistic terms to Captain Bell Smith's 23 years of service and wished the retiring officer and his wife good luck, health and prosperity. The speaker reminded Captain Bell Smith that as a good Yorkshireman, he should "hear all, see all and say now!" and do the other things that those of the county were supposed to do. He then asked Mr. John Arnold to present the captain with a small token of esteem from a few friends in the Company.

This took the shape of a cut glass tumbler in oak and silver, suitably inscribed.

### Commodore of Fleet.

In making the presentation, Mr. Arnold said:—As you all know Captain Bell Smith very well, probably better than I do, and it will only embarrass him to sit and listen to a lot of nice things said about him, I will only briefly mention that it is nearly 23 years since Captain Bell Smith joined this Company, but I think my acquaintance, like that of some of those present, goes back several years prior to this date, when he was in command of the s.s. Wing Chai, a steamer owned by an opposition Company. From junior officer on s.s. Samui, Captain Bell Smith has risen to be the Commodore of this Company and leaves with a record that any of our junior officers may envy. I have been asked to-day by some of the Company's officers to make, on their behalf, a little presentation to Captain Bell Smith, who is leaving the Company's service on retirement and the Colony for good next week. I feel honoured by this request in view of the very cordial and friendly relations between Captain Bell Smith and myself over a period of nearly a quarter of a century. I am glad I can personally congratulate Captain Bell Smith on reaching the time of retirement on pension, making the eighth officer retiring under the Company's Pension Scheme, which I recommended the Company's Directors to inaugurate in 1921. I trust Captain Bell Smith will live many years to enjoy this well-earned pension.

Mr. Robertson, who had served for many years with Captain Bell Smith, also spoke of his excellent relations with "Sammy," as they affectionately termed him.

### Warm Thanks.

The recipient thanked all present for their kind words and the material expression of their good wishes, and pointed out that the bottle would always be more than half full when anybody made a call.

The health of Captain and Mrs. Bell Smith was duly honoured, after which Captain Pritchard tendered his meed of appreciation of his departing friend. Other speakers were Mr. Ellams and Mr. Lake, and the evening ended happily with further toasts and expressions of goodwill.

## COMPANY REPORT.

### HONGKONG TUG & LIGHTER CO., LIMITED.

The report of the above Company for the year ended 31st March 1928, states:

The loss for the year is \$21,333.85, carried forward to new account.

Consulting Committee.—In accordance with the Articles of Association, the present Committee, Messrs. W. J. Carroll, C. P. Marcell and Li Tse-fong retire, but offer themselves for re-election.

Auditors.—The accounts have been audited by Messrs. Percy Smith, Seth and Fleming, Messrs. Percy Smith, Seth and Fleming are eligible for election.

Sir Joseph Hood, of Wimbledon Common, has given 20 acres of land for playing fields to his native town, Ashby-de-la-Zouch.

## CORRESPONDENCE.

### STREET GAMES.

[To The Editor of *Hongkong Telegraph*.]

Sir,—The playing of football and shuttlecock on public thoroughfares appears to be becoming increasingly popular amongst certain classes in Hongkong, and it seems strange that the police do not make the slightest attempt to put a stop to this nuisance, which is really a form of obstruction. In fact, they seem to encourage it, for I have witnessed these games played in various parts of the town in full view of constables on point duty—for example, along Western Street, about a stone's throw from a Police Station, and also along Wellington Street.

Is there a regulation whereby such a nuisance can be stopped? It is a thorough disgrace that this sort of thing should be permitted on roads where pedestrians are continually passing. I personally have had my clothes soiled on several occasions by wet footballs picked out of the gutters.

Once the game is in progress, the culprits are no respecters of persons. They monopolise the roads and the unfortunate pedestrian who happens to pass along must either avoid the locality or expose himself or herself to risk of being made dirty.

The ordinary citizen has not the time to waste to appear in Court and prosecute these offenders, but surely we have a right to expect police to take action.—Yours, etc.,

### ANGNOYED.

Hongkong, June 15th, 1928.

## WORLD'S OLDEST MONARCH.

### KING OF SWEDEN IS 70 TO-DAY.

To-day, King Gustaf V. of Sweden celebrates his 70th birthday. He is not only the oldest monarch of any State in the world, but he has reigned longer than any living ruler, namely 21 years.

King Gustaf has with great acumen judged the political conditions and the claims for political expression of modern developments, with the consequence that the foundations of constitutional monarchy in Sweden stand firm. The advance of democracy during this generation has certainly to some extent, circumscribed the Royal prerogative, but no essential alterations have occurred. The new developments, influenced by the traditions and experiences of centuries, have taken place without serious disturbances. Since the war, Socialist Government have alternated with Conservative and Moderate Governments without any change in relation to the Monarchy.

King Gustaf has reached his 70 years in perfect mental and bodily health. He has always been a lover of open-air games and is a good sportsman, which is mainly why he still retains full vigour. As everybody knows, he is still a good tennis player, able to enter the field against younger opponents and even defeat them. This is something to be proud of at 70 years of age, even for a King.

## SOUTH CHINA LEPER COLONY.

### FIRST BUILDINGS NOW ERECTED.

On our Picture to-day appear two interesting photographs of the first buildings erected in the leper settlement on the island of Tai-kam, which lies off the coast of Kwangtung, about two miles from the district of Chik-kai.

This island was purchased by the late Dr. Wu Ting-fang, and presented outright to Dr. Lake of the American Southern Baptist Mission, that he might realise his ambition to establish a hospital for the curing of those living in this part of China afflicted with the terrible scourge of leprosy. The idea propagated by the kindly Baptist pastor found a ready reception from many Chinese Christians, and out of it has grown a society which has raised funds both in China and abroad, and already a much ready cash has been gathered together that the first group of buildings has been put up.

Over a hundred lepers are temporarily housed on the mainland not far distant from Tai-kam Island, and shortly they will be removed to the quarters which are being prepared for them. They will have the best of medical attention, the chaumooira oil treatment will be administered by foreign-trained physicians, and it is hoped that many may be restored to complete health.

## "ITALIA" RUMOURS DENIED.

### AEROPLANES CANNOT GET THROUGH.

Oslo, June 15. Riser Larsen aboard the Hobby reports that owing to the condition of the ice and unfavourable weather it is impossible for airmen to fly far enough east to effectively assist the crew of the Italia.—*Reuter*.

### "Sheer Nonsense."

London, June 15. The report published that Commandants Mariane and Zappl and the Swedish Scientist Dr. Malmgren had been rescued is described in Oslo as "sheer nonsense," and in Stockholm as "very improbable." In Stockholm it is pointed out that Dr. Malmgren would certainly have communicated with his relatives here.

Reports from Spitzbergen state that the weather makes reconnaissance flights impossible. General Nobile's party which is still wireless, has now drifted to fifteen kilometres east of Charles the Twelfth Island. General Nobile has requested to be supplied with rifles and ammunition, having seen polar bears.—*Reuter*.

### "Upland" Sets Out.

Stockholm, June 15. The seaplane "Upland" with a crew of five has departed for Spitzbergen to join in the search for General Nobile's party.

### Amundsen's Relief Party.

Oslo, June 15. Captain Amundsen is preparing to fly to Spitzbergen and will probably be accompanied by the expert Arctic explorer Lieutenant Dietrichsen, aboard the seaplane in which Commandant Gullbrandt projected his trans-Atlantic flight, but which the French authorities placed at Capt. Amundsen's disposal.

The Arctic explorer, Dr. Isachsen, interviewed, believed that Dr. Malmgren and his companions had the best chance of successful rescue as General Nobile's group were on drifting ice, while those with the airship had probably descended so far east that they would drift southwards on the ice-floes towards the open sea.—*Reuter*.

## HONGKONG TRADE.

### MORE ENQUIRY FOR PIECE GOODS.

The fortnightly Price Current and Market Report, published by the Hongkong General Chamber of Commerce, states:

Cotton Piece Goods and Fancy Cotton Goods.—The business brought to book since the last report has been a miscellaneous one, comprising small lots of all kinds of Spring Fancies including a fairly large number of new styles. Manchester still remains firm, and concessions are difficult to obtain. Deliveries have improved slightly, and a large carry-over is not anticipated. Another report states:—There has been enquiry this week. Some business has been done in Mercerised Broadens and White Shirtings. Manchester prices continue to be firm, and generally speaking orders are about 10 per cent out. Hongkong dealers are again buying Japanese Jennis but seem to be meeting with difficulty in disposing of Prints. Clearances are inconsiderable and in most cases are only brought about by pressure.

Woolens.—Little if any business can be reported. In Woolens, this being between seasons. New cargo is beginning to arrive.

Cotton Yarn.—Since the last report, the market has ruled very quiet and no business of any importance has been taken place. Nominal quotations are as follows:—No. 10s. \$170-190. No. 12s. \$185-195. No. 16s. \$195-200. No. 20s. \$200-205. Arrivals nil. Shipments nil. Sales nil. Bargains, 6,000 bales. Unsold Stocks 3,800 bales.

Raw Cotton.—There are no sales to report.

Flour.—Stock: American, 700,000 bags; Canadian, 350,000 bags; Australian, 70,000 bags; total 1,120,000. Market: Very weak with practically no sales. Stocks are accumulating and are now over a million bags.

Trustees of the City Parochial Foundation have made a further grant of \$3,000 to the Sadler's Wells Theatre Fund, which now exceeds \$42,000.

Mr. W. C. Bridgeman has been elected an elder brother of Trinity House to fill the vacancy caused by the death of the Earl of Oxford.

## TO-NIGHT'S VIOLIN RECITAL.

### M. THIBAUD DELIGHTS SHANGHAI.

M. Thibaud, the noted French violinist, is to give a recital at the Theatre Royal to-night, when a great treat is in store for local music-lovers.

The *N. C. Daily News* in reporting M. Thibaud's final recital in Shanghai on Tuesday last says:—No visiting musician has ever paid Shanghai's musical public quite the same compliment as did M. Jacques Thibaud at the Town Hall. One approached his amended programme much in the same spirit as one might attend a lecture on the Differential Calculus of Music, only to learn that dry-as-dust formulae, interpreted by one of the select, soon become solid enjoyment.

In this light, Cesar Franck, who might never have been heard of but for the reverence of his favourite pupil, Vincent d'Indy, quickly assumed the guise of an immortal. Max Bruch, whose concerto in G for the violin is familiar to all who pretend to acquaintance with matters musical, was made known anew through his Concerto in E flat, Major.

Surely, this is the ultimate test of artistry, to take that which is unfamiliar, and hence unappreciated, and not only make one's auditors like it, but actually to hail it as once was manna hailed by starving Israel.

There was not a number on the programme but what placed the audience under a veritable spell, and every prior verdict of the soloist's ability, favourable as these were, soon went into the discard in the light of his playing just right. No small part of the illusion, if illusion it were, was supplied by the accompaniment of Mr. Janoupolis.

## "QUALITY STREET."

### FINAL SHOWINGS TO-DAY.

Sir James Barrie's fourth play to be transferred to the screen, "Quality Street," will have its final screenings at the Queen's Theatre to-day. Marion Davies and Conrad Nagel are the leading players in this picture, the story of which is perhaps the most whimsical of all the Barrie works. The picture is an artistic production, the settings and the photographing being extremely fine, while the acting of all the principals leaves nothing to be desired.

Eleanore Nixon and Leo Martin, the famous Parisian revue artists, will also conclude their Hongkong season with a farewell performance at 9.20 p.m. to-night.

### World Theatre.

Gloria Swanson's greatest picture in which she gives a remarkable portrayal of four distinct types of woman, is a fair description of "The Love of Sunya" which closes its season at the World Theatre to-day. The story concerns the struggle of a young girl to decide between love, ambition and duty. The picture has an excellent cast, ably directed by Albert Parker.

### Star Theatre.

"Cradle Snatchers," a first rate comedy, at the Star Theatre is also being shown to-day for the last time. An amusing story tells of the severe lesson taught to husbands by their wives who have long been suspicious that after hour business deals do not always take place in the office. Louise Fazenda, J. Farrell MacDonald and Sammy Cohen supply most of the fun and are ably supported by many others.

## HOW MUCH DO YOU KNOW?

### TO-DAY'S QUESTIONS.

The following general knowledge paper has been taken from the *Daily Express*. Answers, for those who need them, will be found on Page 16 of this issue.

1. What players scored 1,000 runs in first-class cricket during the month of May?
2. Is a will always invalidated by a subsequent marriage?
3. Distinguish between dolmen and dolmen.
4. What are (1) contango and (2) backwardation?
5. Who had "brown hair and spoke small, like a woman"?
6. What is capok?
7. What is the difference between a half-brother and a step-brother?
8. Name the smallest bird that does not hop, but runs.
9. What is Boston Stump?
10. What was the name of the plume of Samuel L. Clemens, and from what did he take it?
11. What is dragon's blood?
12. What is an adjuvanc?

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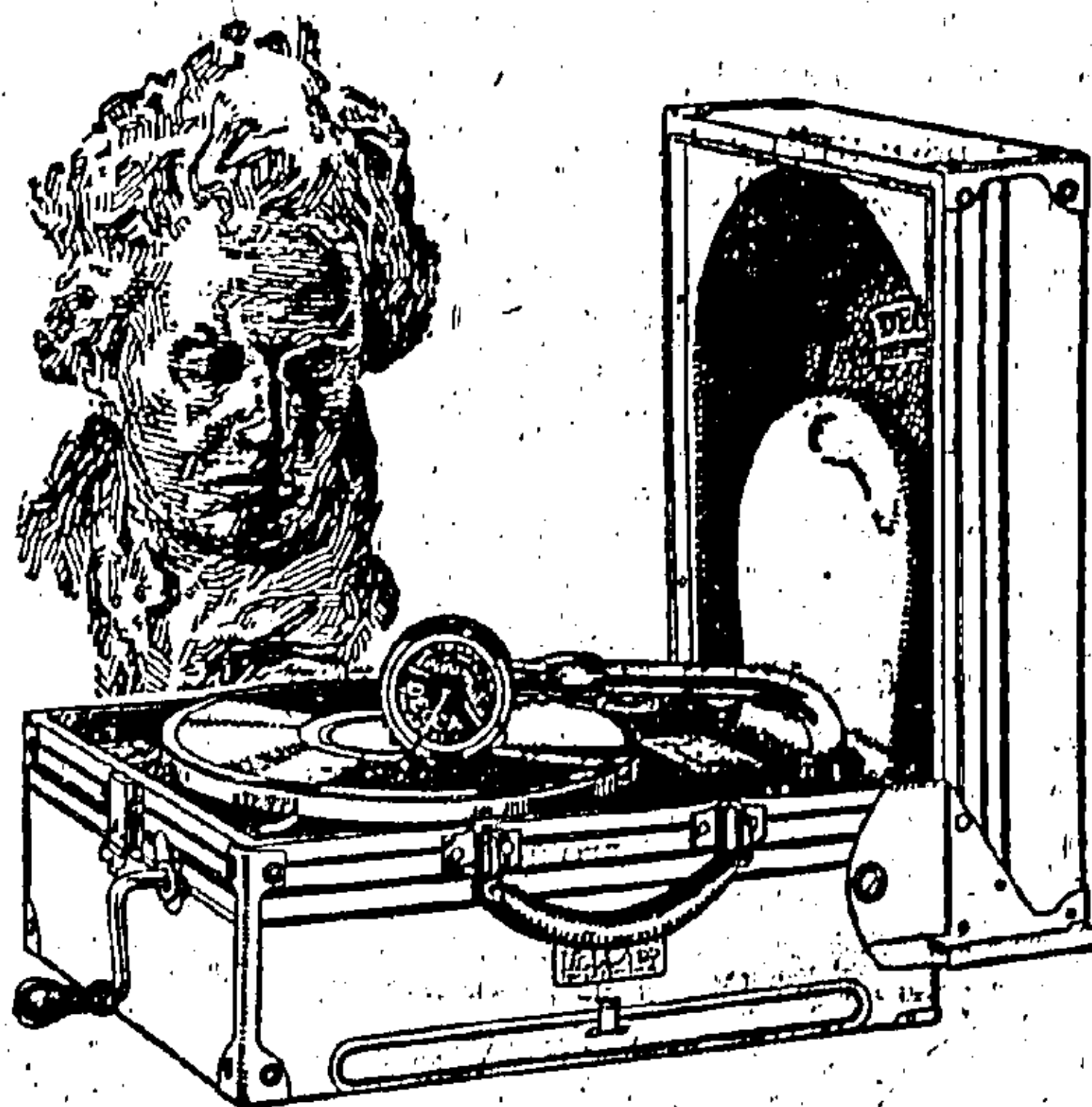
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**THE WORLD OF SPORT****COUNTY CRICKET  
STRUGGLES.**

(Continued from Page 1.)

nings, four points going to each side.

The scores were:  
Middlesex: 435 for 4 wickets (dec.)

Essex: 246 for 5 wickets.

Lee gave a fine display against the diversified Essex attack, and contributed 105. His partnership with Hendren was the most fruitful for Middlesex, Hendren maintaining his brilliant form, and scoring freely all round the wicket. Hendren was not out when the declaration was made with 126 to his credit.

Rain interfered with the normal course of the game, and Essex defended stoutly on a pitch which should have been of assistance to the bowlers.

**MORE BAD WEATHER.**

Very Little Play in Yorkshire Match.

Run-getting was extremely difficult at Sheffield where Yorkshire entertained the West Indies, and the match was drawn. Yorkshire were dismissed for 179 and the West Indies made 66 for the loss of three wickets.

**SLATER BOWLS WELL.**

Leicester Perilously Near Defeat.

Another brilliant bowling feat by Slater placed Leicester in serious peril of defeat at the hands of Derbyshire, for whom Worthington again battled capably.

The scores were:

Leicester: 120 and 144 for six wickets.

Derbyshire: 224 for 8 wickets (dec.)

Slater proved almost unplayable in Leicester's first innings, and he took 5 wickets for 29 runs.

Derbyshire, thanks to Worthington's contribution of 121, the giant's share of the total of 224, declared when 104 runs ahead in the hope of again securing the Leicester wickets cheaply.

E. W. Dawson's team however gave an improved display and they were 40 runs ahead with 4 wickets in hand when stumps were drawn. Derby gained points for a lead on the first innings.

**NOTTS WELL ON TOP.**

Bad Weather Deprives Them of Success.

Notts made a great effort to force an innings victory against Hampshire at Nottingham, but were balked by the weather. Hampshire entered upon their second innings and were still 18 runs in arrears with 4 wickets in hand when stumps were drawn.

The scores were:

Hants: 253 and 116 for six wickets.

Notts: 387 for six wickets (dec.)

Larwood bowled magnificently in Hampshire's first innings, taking 6 wickets for 66 runs.

Notts gained a lead of 134 and declared, the side owing much to the display of Payton, who treated the Hants bowlers with scant respect and had made 129 without defeat when Mr. Carr declared.

**VARISITY VICTORY.**

T. C. Longfield Gives Bright Display.

Cambridge University defeated Northants at Northampton by an innings and 37 runs, the scores being:

Cambridge: 381 for 8 wickets (dec.)

Northants: 169 and 175.

T. C. Longfield was top scorer for Cambridge, compiling 90 in a bright display.

**WIN FOR GLAMORGAN.**

Bowlers on Top at Pontypridd.

Glamorgan gained their first victory of the season at the expense of Somerset. The Pontypridd ground was a bowler's paradise after the recent bad weather, and low scoring was the order.

Glamorgan: 126 and 178.

Somerset: 149 and 110.

J. C. White took eight wickets for 50 runs in Glamorgan's first innings, while the fast bowler, W. T. Greswell, claimed 6 victims

**LEAGUE TENNIS.****CHINESE MAINTAIN  
UNBEATEN RECORD.**

With the championship honours of the first division depending almost entirely on the clash between the Chinese Recreation Club and the Hongkong Cricket Club, the only two undefeated teams, yesterday afternoon's match on the ground of the latter team drew a large crowd of supporters of both teams.

The town team has been considerably strengthened this year by the inclusion of McEarchan from Canton and Lieut. J. Hale while the Chinese have suffered a depletion in their ranks by the departure recently of New Man-Kit and the indisposition of Ng Sze-cheung. The visitors, as a result, had to call upon the services of two reserves from the Second Division.

The Chinese fully appreciated the difficult task they were called upon to face and from the outset they fought hard for every point. McEarchan and Hale played against the visitors' weakest pair in Ho Kua-lau and Lau Fook-ki had little difficulty in gaining an advantage of five games for the Cricket Club but on another court Ng Sze-kwong partnered by C. Chon turned the tables on their hosts and equalised matters by taking eight of the eleven games from Rev. Alexander and Lawrence. It was left to the Lo brothers to give the Chinese a three-game lead on the first round.

The pairing in the second round was even closer but the home team found themselves facing a deficit of six games when they commenced the final round. A queer coincidence of the match was that the Chinese gained a lead of three games on each round, they eventually winning the match by the narrow margin of 64 games to 49.

The full scores were:

McEarchan and Hale (Hongkong C. C.) lost to Ng Sze-kwong and C. Chon 5-6; lost to M. K. and M. W. Lo 4-7; beat Ho Kua-lau and Lau Fook-ki 8-3.

G. W. Sewell and A. D. Humphreys (Hongkong C. C.) lost to Ng Sze-kwong and Chon 6-4; lost to Lo and Lo 4-7; lost to Ho and Lau 5-6.

Rev. Alexander and E. D. Lawrence lost to Ng Sze-kwong and Chon 3-8; lost to Lo and Lo 5-6; beat Ho and Lau 6-5.

Totals: Hongkong C. C. 45, Chinese 54.

**CHAMPION WRESTLER.****HONOUR FALLS TO LOCAL  
POLICEMAN.**

The champion wrestler of Hongkong and Kowloon was decided at a series of matches which were held in a large match at the Mule Depot, Nathan Road, the day before yesterday, when Indians belonging to the Punjab Regiment now stationed here met some of their countrymen of the police force.

The two men who faced each other for championship honours were Boor Singh, police motor van driver, Central Police Station, and Depoo Ram, Punjab corporal. The latter has a reputation for wrestling skill but he met his match in the policeman, who put Depoo Ram on his back after only four minutes. Considerable excitement was roused among the spectators when the bout between these two giants was in progress, although the policeman did not have the greatest difficulty in overpowering his opponent.

From the time that the present Indian regiment arrived in the Colony, towards the end of last year, Depoo Ram has been regarded as the local champion, having had much experience in India, and his defeat has roused a sporting jubilation among the Indian police. It seems quite likely that these two exponents will meet again, in which event the meeting should provide an excellent tussle. In addition there were eleven other encounters between soldiers and policemen, all of which provided good sport and resulted in some clever grappling.

at a cost of 49 runs in their second.

Somerset went in a second time with 155 runs required for success, but Mercer took 5 wickets for 53 runs, and the score fell 45 runs short.

**TEN WICKETS FOR 100.**

Iddon's Fine Bowling Against Gloucester.

Lancashire have largely to thank Iddon for their big success against Gloucester, though Watson's century was also an extremely valuable contribution.

The scores were:

Lancashire: 316.

Gloucester: 120 and 167.

Watson made 149 in Lancashire's first innings, a fine score under difficult circumstances. Gloucester collapsed, Iddon taking 5 wickets for 40 runs, and were forced to follow-on. Iddon again bowled to good purpose, claiming five wickets for 60 runs. Reuter.

**MERGER OF 200  
THEATRES.**

DEAL INVOLVING £8,500,000.

The long-expected merger between the Gaumont British Picture Corporation and the General Theatre Corporation has been completed.

An arrangement has been reached by which Gaumont British has acquired the whole of the ordinary share capital of the General Theatre Corporation in exchange for ordinary shares in Gaumont British.

By this amalgamation the control of some 200 theatres is unified under Gaumont British, which, with the Danman Picture Houses and other associated companies, will form the largest cinema combine outside the United States of America.

The total capital involved was stated by an official of Gaumont British to be approximately £8,500,000.

**Statement Promised.**

Lieutenant-Colonel A. C. Bromhead, the chairman of directors of Gaumont British, of which his brother, Mr. Reginald Bromhead, is managing director, did not feel himself at liberty to say what policy would be pursued in the management of the newly-acquired theatres. A statement will, however, be issued in due course.

The General Theatres Corporation was formed in March by Mr. P. A. Szarvasy, with a nominal capital of £3,000,000, for the purchase of 53 London and provincial theatres, including the Capitol, the Palladium, the Astoria, and the Holborn Empire. The recent resignation of Sir Walter Gibbons from the managing-directorship had made some arrangement of the kind now agreed upon inevitable.

An immediate result of the amalgamation, so far as London is concerned, will be that Gaumont British will have control of an important central key-theatre in the Capitol. Hitherto the Marble Arch Pavilion had been the principal West-End "shop-window" for the productions of their Shepherd's Bush studios.

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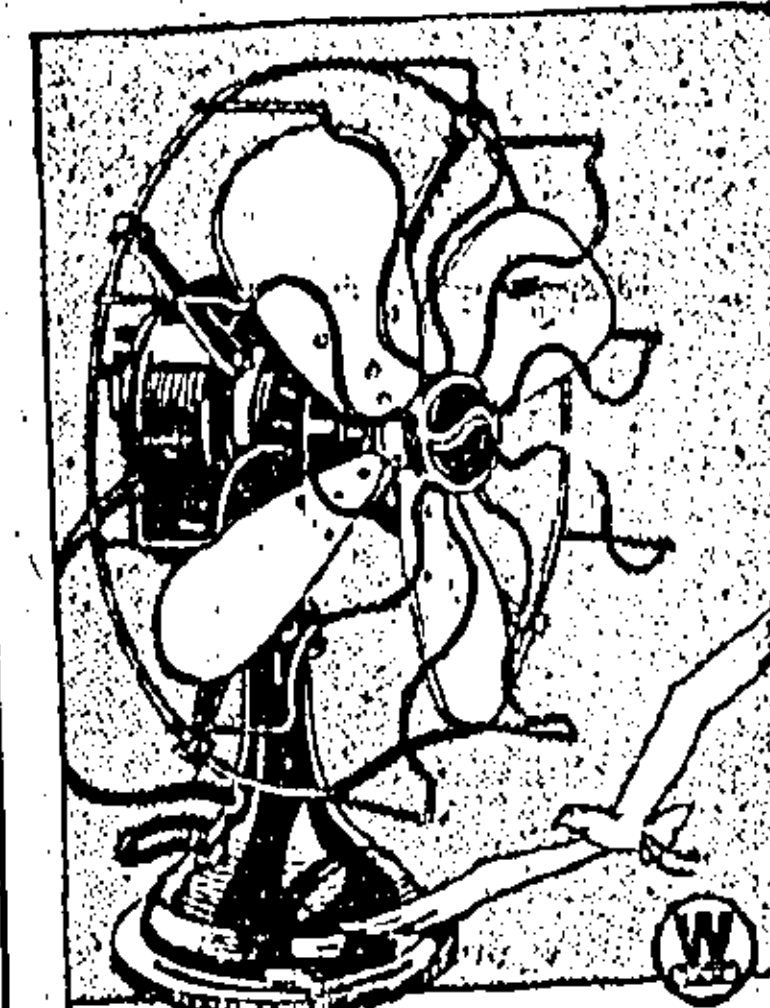
The following is the list of local share quotations issued to-day:

**Banks.**  
Hongkong Bank, \$1290 ss.  
Chartered Bank, \$211 b.  
Mercantile A. & B., \$35 n.  
P. and O., \$91 n.  
East Asiatic, \$75 n.**Insurance.**  
Canton Ins., \$615 n.  
Union Ins., \$334 b.  
North China Ins., Tls. 142 b.  
Yangtze Ins., \$50 n.  
China Underwriters, \$235 b.  
China Firs, \$230 b.  
H. K. Fire Ins., \$730 s.**Shipping.**  
Douglases, \$37 s.  
H. K. Steamboats, \$29 n.  
H. K. Tugs, \$21 n.  
Indo-China, (Def.) \$30 n.  
Shell Trans., 90/3 n.  
Union Waterboats, \$201 b.**Mining.**  
Benguets, \$11 n.  
Kailans, 55/- s.  
Lampkats, Tls. 12.20 n.  
Shai Exploration, Tls. 2.80 n.  
Raub, \$4 n.  
Tronoh, 17/6 n.**Docks, etc.**  
Kowloon Wharves, \$134 b.  
Whampoa Docks, \$391 b.  
China Provident, \$5.10 b.  
Hongkwa, Tls. 156 n.  
New Engineering, Tls. 5 n.  
Shanghai Docks, Tls. 1071 n.**Cottons.**  
Ewo. Cottons, Tls. 8.60 b.  
Orientals, Tls. 2.20 n.  
Shai Cottons, Tls. 511 (old) n.**Lands, Hotels, etc.**  
H. and S. Hotels, \$9.65 s.  
H. K. Lands, \$657 n.  
Shai Lands Tls. 137 s.  
Humphreys, \$141 b.  
Realities, \$8.50 s.**Public Utilities.**  
Tramways, \$241 s.  
Peak Trams, (old) \$121 b.  
Star Ferries, \$611 b.  
China Lights, (Old) \$11.85 n.  
H'kong Electric, \$72 n.  
Macao Electric, \$264 b.  
Telephones, \$51 s.  
China Bus, Tls. 91 b.  
Singapore Traction, 10/9 n.**Industrials.**  
China Sugars, \$2.70 s.  
Malabons, \$241 n.  
Canton Iron, \$32 s.  
Cements (Comb.), \$9.30 s.  
Ropes (Old) \$7 s.  
United Asbestos, \$10 n.**Stores &c.**  
Dairy Farms, \$211 n.  
Watsons, \$14 s.  
Der A. Wing, 50 n.  
Lane Crawfords, \$3.75 n.  
Mackintosh, \$20 n.  
Sinceres, \$9.50 n.  
Wm. Powells, \$3 b.**Miscellaneous.**  
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Constructions, \$11 n.  
B'quo Ind. G. Bonds, 641% n.  
H. K. G. Loan, 4%LOOK SMART AND GET  
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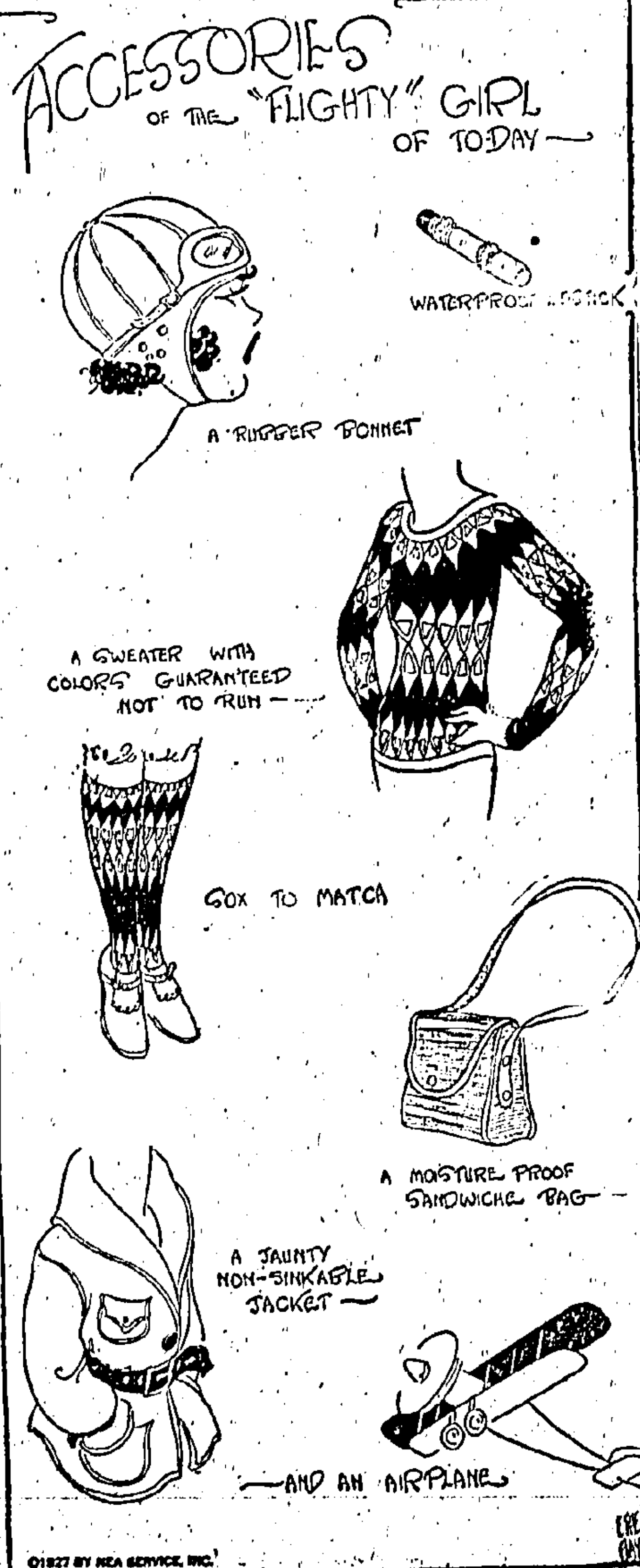
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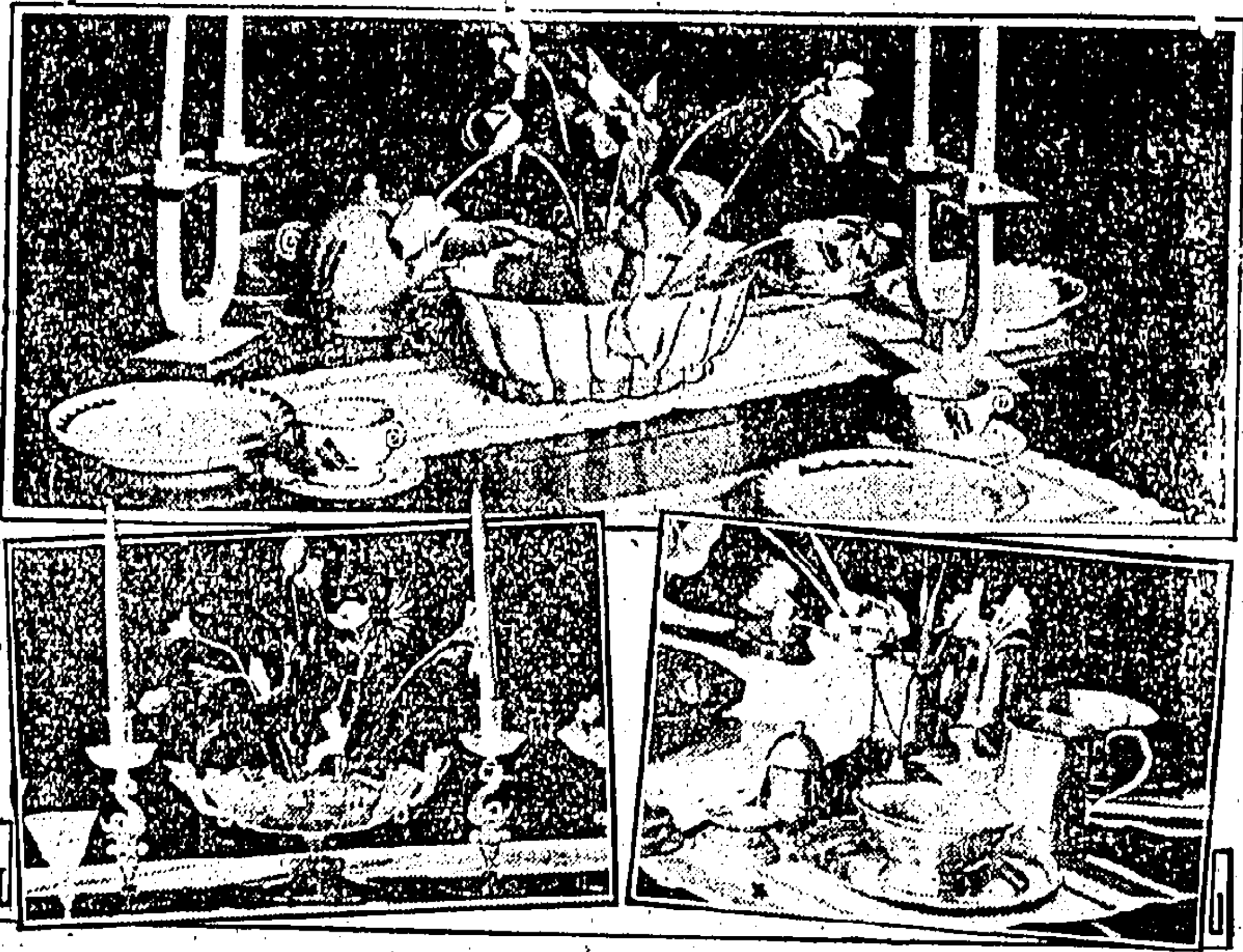


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Above is shown some of the modernist French pottery, with fluted bowl, chubby plates, squat cups with solid handles in soft grey colour with a modernist pattern in scarlet and black. Lower left is a bowl, candlesticks and goblet in the dolphin crystal ware. Right is some of the old English pewter.

"Taste begins in the eye" is the expression, a famous cooking school teacher once used to impress upon her pupils the necessity of serving attractive meals.

Nowadays this truth is more or less recognized. Flowers, sweets and ornamental centrepieces adorn tables. Much care is given food for its colour value and general appeal as well as its caloric content.

Yet at this time of year too much attention cannot be paid to the attractiveness of breakfast, dinner and supper. Summer inevitably brings jaded appetites to both children and grown-ups. Instead of administering doses of medicine, why not try stirring thoughtful appetites by introducing new and stimulating sets of dishes?

## China or Pottery?

The enterprising home-maker this year will find the task of purchasing new dishes a fascinating one. In the first place she has a quite new decision to make. Shall she, for instance, choose china or pottery? Shall it be colourful glassware? Or, perhaps, shall she splurge and buy a pewter set that is so very, very different from the dishes to which the family is accustomed?

All three kinds of dishes are eminently correct. All three

have intriguing designs. And a table set in any of the three is bound to be individual, distinctive.

For the woman choosing pottery designs in the French modernist sets that are the latest word in tableware. Grey is the basic colour—a new table note. There are some off-whites too, such as string, parchment and egg-shell. But the grey is newest, and a touch of platinum 'colouring' for trimming is chic. Original and lively patterns mark these. Scarlet, green, purple or orange, with a line or two of black, play important decorative roles in modern china.

But original as the colour and design, it is the shapes of the dishes that intrigue most. Cups are squat, with new, neat and most unobtrusive little solid handles jutting out like set-backs from the cup. Saucers are chubby; so are plates. They are apt to be many-sided instead of round. Candlesticks and flower bowls take geometric shapes and often are fluted like a melon for greater variety.

The grey set shown to-day has a subtle and black modernist design for decoration and the base of the fluted flower bowl and the drip-catchers on the candlesticks have platinum colouring for another odd touch. Plates and cups are edged similarly.

For the summer luncheon, what could be cooler and more inviting than a table set in crystal? Soft greens, champagne, blue, and lavender sets are now available in charming new designs. Many of these use fish or animals for their decorative motif. One of the most appealing is the "Dolphin" set which has its fluted candlesticks, fruit dishes, flower bowls and octagonal goblets all using the dolphin for the handles.

## Pewter Comes Back.

The third choice is for the more discriminating only—the pewter dishes, reminiscent of older days and other times, and yet so distinctively a new thing in table decoration for to-day.

To set a table in pewter one should have a choice for little individual bouquets, tankards for coffee, navy porringers for soup and old English pewter plates for the main course. There are quaint suits and peppers to be had in English or French pewter. And if one is lucky, she can match up early English pewter candlesticks for a set of four to light the festive board.

Of course, each kind of ware serves its individual purpose. But the addition of any of the three introduces variety that is the spice jaded appetites need.

A QUAINT GUEST  
ROOM.HAS FASHION-PLATE  
FURNISHINGS.

A good many women collect old fashion plates. Unfortunately they are not so easily come by nowadays for some notable collections have been made in recent years, one of which is eventually destined for the Victoria and Albert Museum. It will prove a mine of information on the history of dress.

The early fashion pictures are real works of art, finely engraved and daintily hand-coloured, and they "frame up" as effectively as a rare and expensive eighteenth-century colour print. One society woman has adapted the idea of the famous silhouette room at Knole. One of her guest-rooms is a "fashion plate room." Fashion drawings, mostly of the Empire period, decorate the walls. They are framed in narrow gold and hang just at the eye level, so that they give the effect of a costume frieze, almost classic in its grace and slenderness.

A pedestal lamp, made from a mahogany bed-post, and wooden candle-sconces by the mirror hold electric light. The shades are of ivory vellum, on which the daintiest cut-out fashion plate figures have been pasted, each little lady being outlined with the narrowest line of black water-colour paint. The result is most effective. Lamp shades similarly decorated are at present highly fashionable in New York, and sell there for many dollars.

Curtains and bedspreads are of ivory white, with a gold Empire wreath border. And the runner on the toilet table has copied, by means of tracing and clever stitching, the little figures on the

## SECRETS OF CHARM.

WOMAN WHO READ A MAN'S  
MIND.

Charm is frequently talked of and written of, but seldom defined. Why do we feel so particularly attracted to some people?

One can understand, for instance, a woman of exceptional beauty and wit having a retinue of male admirers, or a handsome athletic-looking man attracting girls.

What puzzles one is when seemingly plain, unattractive people are much sought after.

Everyone likes comradeship, and we all like to feel we are understood.

A man may easily forget that a woman is pale and colourless if she is a good listener, and can enter into his hopes and ambitions, understand his fears, and soothe away his worries.

How many of us exist who have not felt cheered and helped by meeting someone who understood?

William of Orange is reported to have said of Barbara Villiers that she was above all other women because she understood a man's mind.

Charm of manner frequently means a sympathetic manner.

Unfortunately in these days the feelings of others are often unconsidered. But is that not a mistake?

The people who stand out are those who possess the qualities of knowing, understanding, and sympathizing with their fellow beings.

We of 1923 cannot define the quality, but we call it "charm."



A smart coat designed to accompany pyjamas. It is in blue, with black satin bands and oriental embroidery.

## FLOWER FANCIES.

POSIES, MIRRORS AND  
MINIATURES.

The flower, vogue continues to spread, and flowers are seen in every conceivable medium in addition to their own natural beauty. Posies for buttonholes are made of fabric, goose feathers, glass, shell, metal, mother-of-pearl, felt and leather; and for home decoration, glass, feather and mother-of-pearl achieve some perfectly wonderful results.

At a smart dinner recently sprays of glass primroses clustered at the corners of the table like little nests of sunbeams, an exquisite glass tree with fairy-like branches formed the centre-piece, glass bluebells shimmered between delicate green glass leaves, and tiny glass posies held the menu cards. In another drawing room a corner was occupied by a tall vase of delphinium and madonna lilies, exquisitely grouped, and it was almost impossible to believe that the beautiful sheaf was made of feathers.

Mirrors are seen in some artistic rooms framed in wreaths of flowers, made of carved wood, which are perfect colour reproductions; a particularly effective one was composed of St. Bridget anemones, and another of mauve and blue primulas. More popular than any of these flower fancies, at the present time, are, however, the flower pictures which adorn the most modern walls.

Colour woodcuts, showing the flower prints on dark backgrounds are perfectly lovely—the joyous radiance of a bunch of wild flowers, the sunshine of cowslips and primroses, the gold of marigolds, the tawny shades of nasturtiums, the tender blues and roses of anemones are all themes which have been used. Large panel photographs of flowers, coloured in oils, are also a very effective novelty; and the very latest flower conceit is a flower miniature.

There was a display of these lovely miniatures recently at one of the Royal Horticultural Society's shows, and one could choose from tiny reproductions of delphinium, roses, forget-me-nots, anemones, sweet peas, wallflowers, or bowls, vases and bunches of the garden's beauty. Flower time in the home nowadays is any time of the year.



Lilli Damitri was dancing in Paris when she was discovered by a German film company and taken to Berlin, where she appeared in several pictures. Now she has signed an American contract and it is rumoured will play opposite Ronald Colman.

## FRILLS.

Frills are a very fashionable note. Perhaps we shall see a revival of many frills, for the reaction against the fashions to which women have clung for the past two or three years, is pronounced. An accordion plisse, white frill on a black dress, falling down the skirt from the waist, and one on each sleeve at the cuff, is one of the newest ideas.

Buttons are another favourite trimming. They have in some cases been used with much effect. Sometimes they are in steel, sometimes of silk, and, in all cases, they are extremely small and placed in two rows, rather far apart down the front, from the neckline to the hem; and on the sleeves, from the wrist to the elbow.

## PERFUMES.

Dressing up to our perfumes is a new game that we shall play this summer, and our favourite scent will become everybody's secret. Thus, the woman who favours "Rhine Violet," suggestive of lace handkerchief, drawn blinds, and horsehair, will dress in mauve and grey, and, when the warm weather comes, will carry a transparent sunshade, upon which, perhaps, raffia violets have been scattered.

Pink shoes, and a rose-pink dress, will be with the carnation perfume, and those with a fondness for "Narcisse Noire," or "Narcisse" anything else, will wear transparent black, or dark blue or black georgette, and carry a dark blue or black georgette sunshade, trimmed with ostrich plumes. It is quite easy to carry out this idea with most scents, and one can be very subtle with such scents as amber, oldrose, and Mimosa.

THE RIBBON RETURNS  
—AND GOES TO THE HEAD  
OF THE MODERN MISS

## THIS WEEK'S RECIPE.

## ORANGE PUDDING.

Required: 6 oranges, 1 egg, 1 pint milk, 4 tablespoonfuls corn-flour, 4 tablespoonfuls caster sugar.

Prepare the oranges by removing all pith and pips, and place the broken flesh in a fire-proof dish. Sprinkle with the caster sugar. Blend the cornflour and mix it with the well-beaten yolk of the egg. Boil the milk. Draw aside and add egg and cornflour. Cook gently for five minutes, but do not allow it to boil. Pour over the oranges. Whisk the white of the egg to a stiff froth with a teaspoonful of caster sugar. Spread over the top of the dish. Place in a gentle oven till it turns golden brown.

## A REFRESHING NAP.

The ability to snatch a few minutes' sleep at odd times is one of the greatest assets of the busy woman.

Doctors say that it has all the revivifying properties of a cocktail, with none of its pernicious effects. Napoleon, who was accustomed to very little sleep at night, used to refresh himself on a couch for ten minutes or so at intervals during the 24 hours.

Candle shades. These appear again on the tray-cloth beneath the guest's morning tea. For this a set of white-and-gold Empire china had been chosen.



An attractive novelty is the 'mock smock' overblouse. Into the flat shoulder yoke is gathered the main part of the smock, bold embroideries above the pointed yoke suggesting the genuine smocked effect. Similar embroideries are worked on pockets and cuffs.

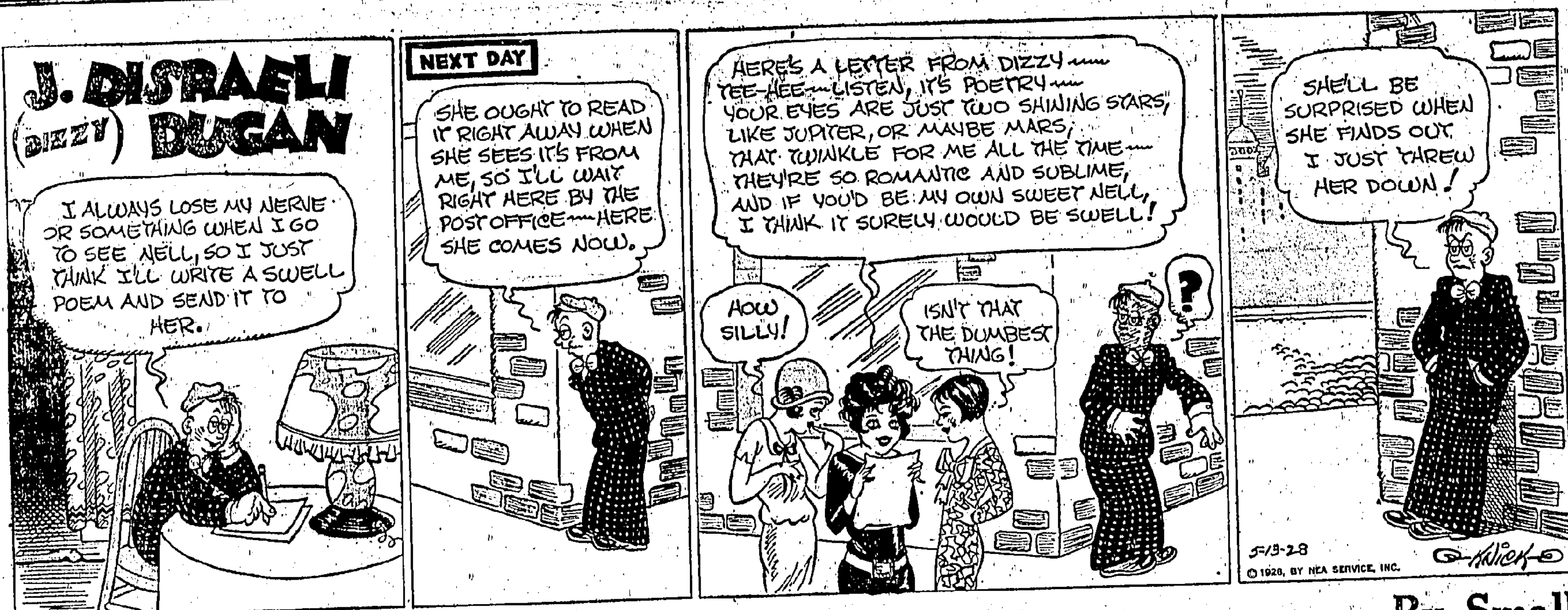
## Lace and Georgette.

A beige lace frock for summer evenings has its cape with a body of black georgette and a circular flounce of matching beige lace.

## Mint Salad.

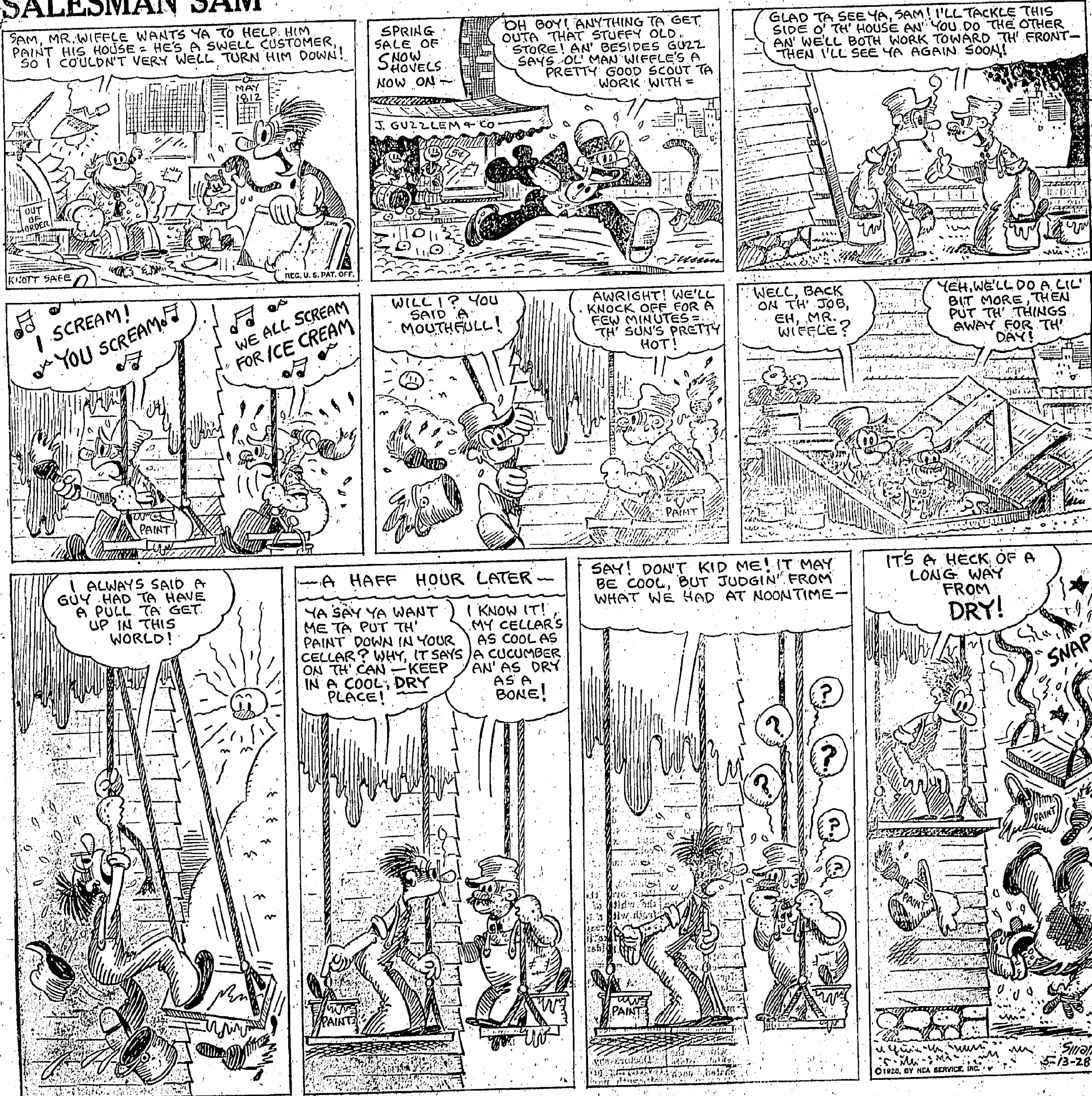
To give tang to a spring salad, add some chopped mint leaves to French dressing and serve over lettuce, tomatoes and cucumbers.





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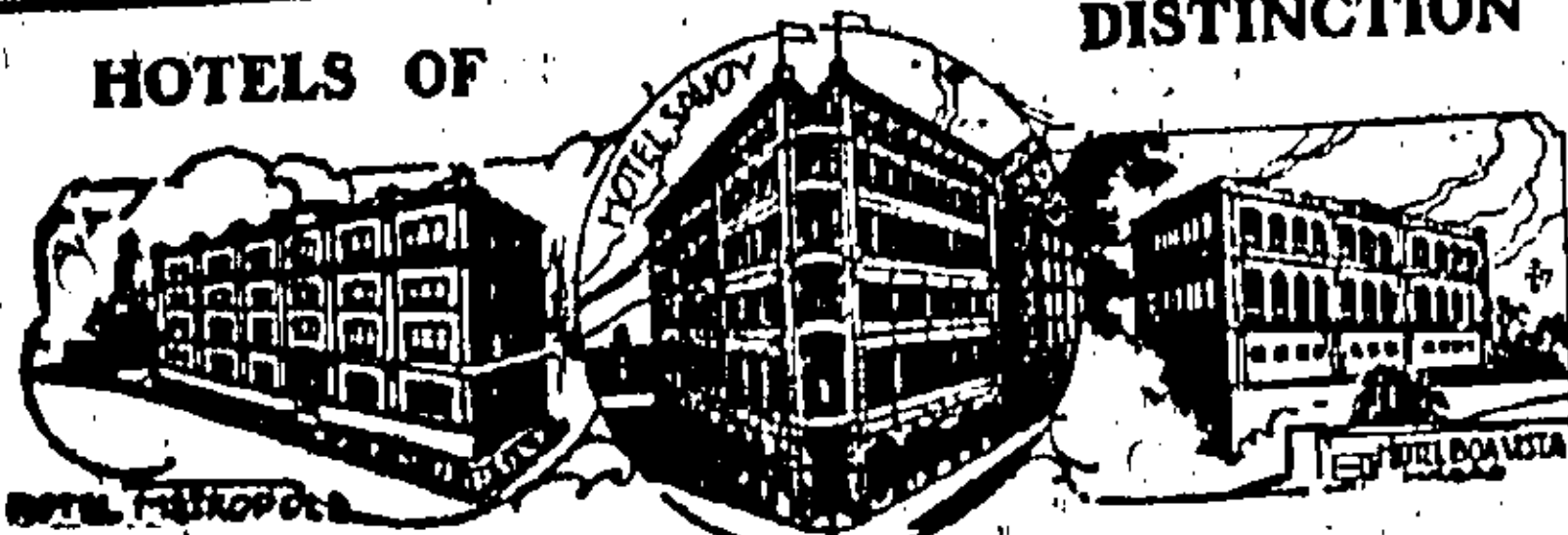
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## PEKING BREACH OF FAITH.

## POWERS DISAPPOINTED IN NANKING.

## BAD IMPRESSION.

Peking, June 15.  
It is understood that no further reply from the Nanking Government had been received by the diplomatic Corps regarding Pao Yu-lin, beyond the acknowledgment of the Note and a promise of an investigation. An investigation should not be difficult as the letter from Han Fu-chu to Pao Yu-lin is on record, assuring the latter of a safe passage.

Foreigners generally, who are anxious to see the Nationalist Government establish satisfactory relations with the powers in the shortest time, are very disappointed that the Nationalists as soon as they were informed of the matter did not announce the gross breach of faith committed and did not repudiate it. Such an act would have given evidence of their bona fides, and their failure to take such a course has created a bad impression among those desirous of co-operating with them.—*Reuter.*

## Chiang's Order.

Shanghai, June 15.  
Marshal Chiang Kai-shek has ordered the First and Second Army Corps to refrain from entering Tientsin, while leaders are prohibited from establishing headquarters at Tientsin.

It is reported that emissaries have been sent to Ningpo from Nanking to request Marshal Chiang to return immediately to his post as C.I.C. of the Kuomintang Army and as Chairman of the Military Council.

## Chiang in Yangchow.

Marshal Chiang Kai-shek is now in Chinkiang with his wife and a few of his subordinates. On Thursday he visited Yangchow, noted for its wonderful scenery, but he returned to Chinkiang in the evening.

For the time being it would appear that Marshal Chiang has no intention of returning to Nanking.

Admiral Yang Shu-chang has also tendered his resignation.

Peking, June 15.  
Generals Yeh Chi and Li Pin-hsien, subordinates of Pei Chung-hai, have arrived here and consulted with Yen Hsi-shan regarding operations against the Peking-Mukden Railway. Wei Yi-shan has also arrived here, his troops being in the vicinity of the city.—*Reuter.*

## Chiang's Whereabouts.

Shanghai, June 15.  
It is now reported that Chiang Kai-shek is staying on Silver Island, below Chinkiang, for reasons unknown.—*Reuter.*

## New Minister Takes Oath.

Shanghai, June 15.  
C. T. Wang took the oath of office at Nanking yesterday as Nationalist Foreign Minister.—*Reuter.*

## Directorate of Posts.

Peking, June 15.  
It is learned that the Nanking Ministry of Communications has ordered the Peking Directorate of Posts to transfer to Nanking. It is understood that the Walchiaou is closing up and it is believed that the Salt Administration may also transfer to Nanking or completely close up.—*Reuter.*

## Customs Supt. Leaves.

Shanghai, June 15.  
A report from Taoyin states that the Superintendent of Customs is reported to have left last night for Dairen. Other reports state that they are aboard the Northern gunboat, Chenhai. Admiral Shen is still adhering to the North although his officers are willing to turn over. Fang Yu-chang has surrendered to Liu Chi-lu with a thousand rifles.—*Reuter.*

## Japan Not Approached.

Tokyo, June 15.  
The Premier speaking to the pressmen stated that the Nanking Government had not yet approached Japan with a formal demand for recognition. He hinted that the Cabinet was inclined to the view that it was both right and practical to deal with Nanking in a similar manner as with Peking under Chang Tso-lin.—*Reuter.*

## Japan's Withdrawal.

Tokyo, June 15.  
Owing to the peaceful condition on the Yangtze the Navy Minister has informed the Cabinet that he considers the withdrawal of some warships to be justified. It is understood that the cruiser Jintan will be withdrawn from Shanghai shortly.—*Reuter.*

## Situation Easier.

Tientsin, June 15.  
The situation is generally easier. There were a few outbursts of

## RECENT TRAIN SMASH.



Some of the damaged coaches on the Chinese section of the Canton-Kowloon Railway on the occasion of the recent mishap when an express train from Canton became derailed.

## EARLY MORNING INCIDENT.

## HIGHWAY ROBBERY NEAR KING'S PARK.

## THREE ARMED MEN.

According to a report made to the police early this morning, a highway robbery occurred at 2.30 a.m. to-day when four men held up a Chinese in Gascoigne Road, Kowloon near the Club de Recreio, King's Park.

Of the four men, one was armed with a revolver, two with daggers and the fourth was unarmed.

The victim was returning home in a ricksha when the four men appeared from the side of the road. They relieved him of \$21 in notes, \$2.60 in Chinese coins and also stole his silk dress and sun hat.

As soon as the victim was able to do so, he made a report to the nearest Police Station.

## LAND SALES.

## SEVERAL LOTS TO BE OFFERED.

Four lots of Crown land are to be offered for sale at the P.W.D. offices on July 3rd. They are as follows:

New Kowloon Inland Lot 1137, Shamshuipo; area, 19,500 square feet; upset price, \$29,250.

Inland Lot 2762, Morrison Hill Road; about 4,200 square feet; upset price, \$25,200.

Kowloon Inland Lot 2120, Tai Kok Tsui; about 7,400 square feet; upset price, \$11,160.

Kowloon Inland Lot 2121, Tai Kok Tsui; about 3,203 square feet; upset price, \$4,805.

firing last night but it is believed that the situation is rapidly clearing up.—*Reuter.*

## Taking Precautions.

Shanghai, June 15.  
According to the Kuomintang News agency Chiang Kai-shek, in an order to the Nationalist commanders in the Tsinpu region, prohibits the troops of the first and second group armies from entering Tientsin. The forces under Chen Tiao-yuan and Fong Chen-wu are withdrawing to Shantung and Honan respectively.—*Reuter.*

## Chefoo Now Quiet.

Chefoo, June 15.  
At the first sign of trouble yesterday the Japanese Consul ordered the concentration of all Japanese residents at the Consulate. The situation is now quiet. Wen Kwang-kien, the nominee of Nanking has been placed in charge of the Chefoo area and public safety, pending the appointment of permanent officials.—*Reuter.*

## Manchuria to Surrender.

Shanghai, June 15.  
Military leaders in Peking are contemplating a move into Manchuria to complete the downfall of the Fengtien Party.

It is reliably reported that General Chang Tso-lin, the tupan of Kirin, has arrived in Mukden.

Some of the Fengtien Party leaders are contemplating surrender to the Nationalists.

Negotiations between them and the Nationalists have been going on semi-officially. The Nationalists demand the hoisting of the Nationalist flag; the departure from the politics of Marshal Chang Tso-lin and his sons; the establishment of Branch Kuomintang Political Councils in the "Three Eastern Provinces"; and the appointment of Kuomintang supporters, who are natives of the Eastern Provinces to the Councils.

## SILK SHIP DOOMED BEFORE SAILING.

## STORY OF INSURANCE OF JUNK.

## ALLEGED CONFESSION.

One more story of a ship that was doomed before she sailed (for the sake of some thousands of pounds of insurance on \$20 worth of marine stores) is contained in a Marseilles message.

This sailors' yarn has one bright side. All the men are safe, and can say, with Kipling's Ratcliff Highway crew "Meant to founder, we bluffed the Eternal Sea."

A remarkable affair—almost a modern version of Kipling's ship Bolivar, "meant to founder"—in connexion with which a man has been arrested, and well-known people in Marseilles are named, has caused a stir in the great Mediterranean port.

The old coasting steamer of Genoa, called the Vinicolo, was so old and in such bad condition that for months she had been lying idle.

Yet at the beginning of the year the Vinicolo was sold.

After she had changed hands the ship was repaired.

On March 18 she left for Marseilles with what was described as an "important" cargo of silk and copper.

This was duly insured for \$13,500.

The Vinicolo had some trouble when she was at sea.

After calling at a port for further repairs she sank in the heavy sea, some distance off St. Raphael, on the French Riviera.

Ship and Cargo Lost: Men Safe.

All the members of the crew were rescued.

Of course, the insurance company was informed. The captain of the sunken vessel drew up his report, and everything was apparently in order.

But rumours began to be spread in Marseilles.

Certain persons who had not received any of the proceeds said, certain things, which led to a Marseilles business man being questioned by a police official.

This business man, it is alleged, admitted that

The sinking of the Vinicolo was simply a *mise en scene*, that the ship had been deliberately sunk by some members of the crew, and that her "silk and copper" cargo (which was insured for \$13,500) consisted simply of old iron and old engines worth altogether \$20.

He admitted that he had been the organiser of the doomed ship's expedition, and he made a full confession.

According to his story, he and some friends bought the old ship for 225,000 lire (say \$2,500).

He added that certain officers of the ship, who were specially recruited for the expedition, were to receive \$800 each, and another man on the ship was to have \$80.

Something was paid down on account, and the rest was to be forthcoming after the insurance had been paid for the ship and her cargo.

## HOW MUCH DO YOU KNOW?

The following are the replies to to-day's questions:

The following are the answers to the general knowledge questions:  
1. W. G. Grace, 1916 runs in 1895, and W. H. Hammond, 1912 in 1917. 2. If the will is executed to the made in contemplation of marriage, with a person named therein, it is not revoked by the solemnization of the marriage contemplated. 3. Dolmen is a natural stone table. Dolmen is a kind of rock used as a stake. 4. (a) Percentage paid by the buyer of stock for postponing payment until next settling day. 5. Anne Page, in the setting day. 6. A half-brother is the child of one's parent by a previous marriage. 7. A half-brother is the child of one's parent by a previous marriage. 8. Water warlike. 9. The tower of St. Mark's Church, Venice, Italy. 10. Mark Twain. 11. A was a Mississippi River pilot, and took the name from the call of the bird. 12. The right of a patron to present a clergyman to a benefice.

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